



IN COLOUR: A NEW TAPESTRY; GALAPAGOS FAUNA; PORTUGUESE COSTUMES.

*A*pollinaris is the natural
mixer with Scotch...
ask for a Scotch and POLLY

"King George IV"
OLD SCOTCH WHISKY



THE DISTILLERS AGENCY LTD

EDINBURGH • SCOTLAND

McVITIE & PRICE

Makers of Finest Quality Biscuits
EDINBURGH • LONDON • MANCHESTER

WETHERALL

bond street sportsclothes

regd. the greatest all time

"FOURway"

belted/unbelted

topcoats **30**

about
GNS

the tough tweeds that tailor

THOROUGHbred

woven to our own design
"racin PLAIDS"

"DONEMARAS"

CLEVERCHANGE

double sided

"DOESKINS"

100% pure luxury

"CASHMERES"

HANDTAILORED

the wetherall house, bond street, w.1.

For your throat

Allenburys
PASTILLES

Made from Glycerine and Blackcurrants

In tins from
all Chemists **1/9**

ROYAL INSURANCE
FOR COMPLETE INSURANCE
Branches and Agencies



COMPANY LIMITED
PROTECTION AND SERVICE
throughout the World

The Chairman's Choice — Churtons Whisky

PARIPAN LTD

BRITISH MADE

PARIPAN
Dryfast
ENAMEL

PAREMUL
Emulsion
PAINT

PARIMAT
Steamproof
FINISH

P.O. BOX NO. 10., EGHAM, SURREY.

the finest
SHRIMPS
are



Houng's

POTTED
SHRIMPS

LOWER GROSVENOR PLACE, LONDON, S.W.1

ALL CLASSES OF INSURANCE TRANSACTED

UNITED BRITISH **INSURANCE**
COMPANY Ltd.

BYRON HOUSE, 7/9, ST. JAMES'S STREET, LONDON, S.W.1



September

The game of bowls has been played in this country since the 13th century (and possibly since the 12th). As evidence of this, we put forward the Southampton Town Bowling Club, founded in the year 1299 . . . And so another story of our schooldays comes back, if not into factual existence, at least into the realm of possibility: Sir Francis *could* have played his famous game on Plymouth Hoe. It might even have been something very like our own game, for it was in his century that somebody introduced bias . . . and here we find ourselves entering upon dangerous ground. The fact is that as players of bowls we approve of bias but, as an Executor and Trustee Company, we view it with something akin to horror. We manage, however, to keep these two halves of our personality severely apart; and in our professional capacity we act with bias towards none and with understanding towards all.

**MIDLAND BANK EXECUTOR
AND TRUSTEE CO. LTD.**

HEAD OFFICE: 6 THREADNEEDLE ST., LONDON, E.C.2



Scores every time!

It's a beauty — and thousands cheer! That's the sort of hats-in-the-air feeling that comes to you with an ANGLIA DE LUXE. You'll applaud the neat, elegant styling . . . the generous power under your foot . . . that flying winger's speed off the mark . . . the *space* (bliss for full-backs!), the smart, practical facia, the *de luxe* details throughout — and the price, below that of most standard models! Now's the time to shoot to the top of the light car league: go ANGLIA DE LUXE. See your Ford Dealer for a demonstration.

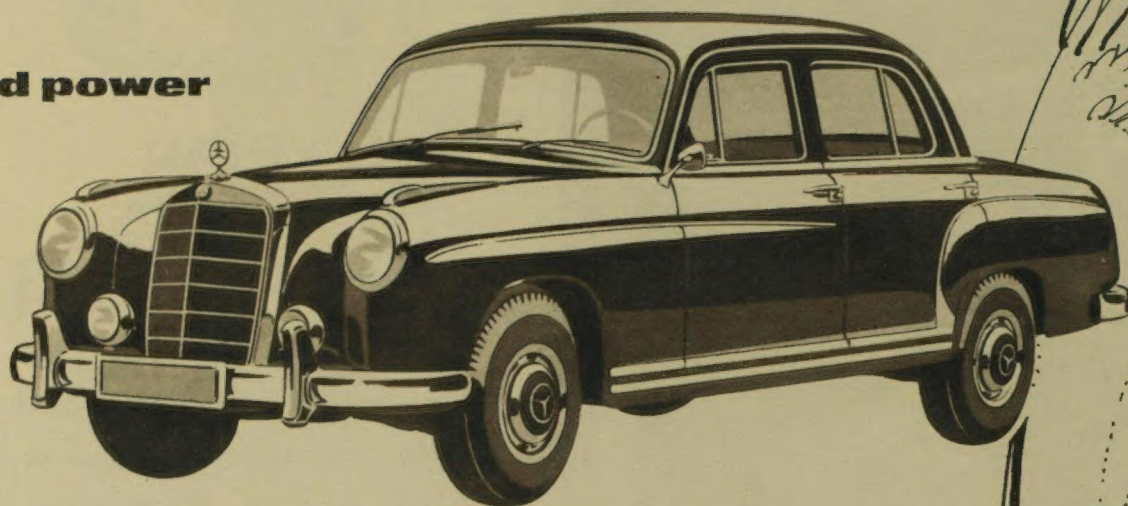
ANGLIA DE LUXE

Price £400 plus £201.7.0 P.T.



winners—from all angles

**Famous
for elegance and power**



People turn to look at the Mercedes-Benz 220S; they stop to admire its elegant lines, its comprehensive equipment and its air of luxury. But only the owner knows of the dynamic power of this superb 120 b.h.p. car - its speed, its roadholding, its air-conditioned comfort, its featherlight handling and its incredible economy.



MERCEDES-BENZ

The world's oldest Automobile Manufacturers.

Send for free, illustrated literature and name of nearest dealer.

MERCEDES-BENZ (Great Britain) LTD., West End Showrooms: 10 Albemarle St., W.1. Tel.: HYDe Park 3351

Head Office, Service and Spares Department, Great West Road, Brentford, Middlesex. Tel.: EALing 3070



Scotch Whisky

More and more people
are calling for Bell's.
They've tried it, like
it, and now insist
on it.

Remember the name . . .

BELL'S
SCOTCH WHISKY

ARTHUR BELL & SONS LTD., DISTILLERS, PERTH, SCOTLAND



Thornycroft offer a range of chassis capable of handling gross weights of up to 224,000 lbs. (101,000 kgs.). Illustrated above is one of a number of "Big Ben" transporters operated by the Qatar Petroleum Co., Ltd. It is moving a Woodfield-Ideco portable rig to a drilling site at Dukham, Qatar.

Write for illustrated Brochure

THORNYCROFT

for SPECIALISED OILFIELD TRANSPORT

See our exhibits at the **COMMERCIAL MOTOR SHOW**
at EARLS COURT, Sept. 26 - Oct. 4.—STAND 98.

TRANSPORT EQUIPMENT (THORNYCROFT) LIMITED
THORNYCROFT HOUSE - SMITH SQUARE - LONDON - S.W.1

By Appointment to Her Majesty The Queen
 Gin Distillers Booth's Distilleries Limited

BETTER THAN A GIN AND LIME




A BOOTH'S AND LIME

Since 1740 Booth's Gin has been the choice of all those men and women who want the best. Booth's Gin is mellow and smooth and its distinctive colour reflects its mature quality.



YOU CAN'T SAY BETTER THAN BOOTH'S—THE FINEST DRY GIN

 *A sherry that is sheer delight*

A perfect gift to the most critical palate, Pintail is an exceptionally fine sherry, both pale and beautifully dry. Specially selected at Jerez, this proud product of Spain is available in a trial pack of two bottles at 39/3 carriage paid; subsequent supplies at £10. 16. 0. per doz. bottles. Your orders will have prompt attention.

Pintail

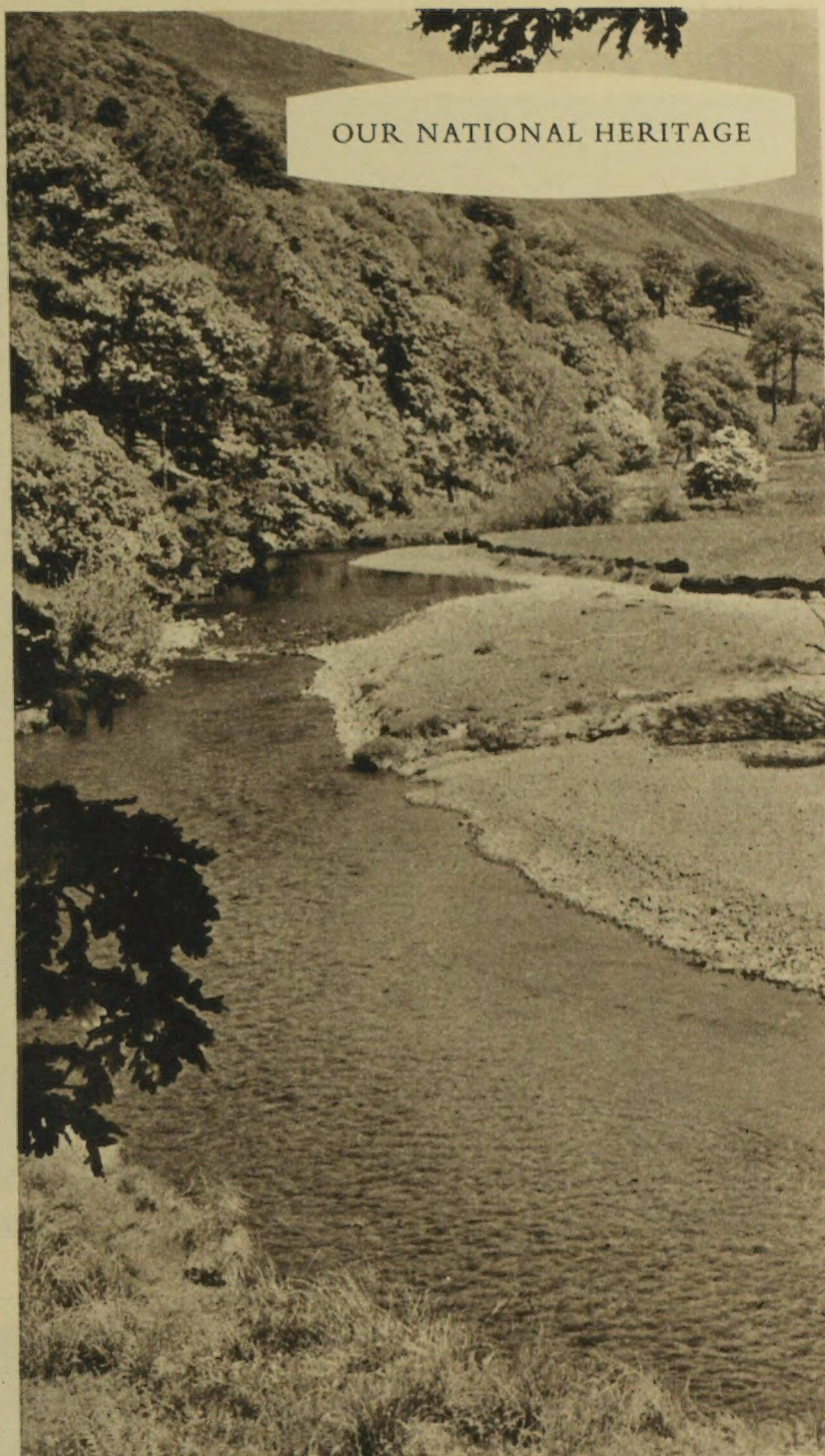
SHERRY

Established 1800

MATTHEW GLOAG & SON LTD., PERTH, SCOTLAND



OUR NATIONAL HERITAGE



IT WAS in 1633 that Rachel Whitford, daughter of a bishop, slaked her thirst at a stream near Moffat and so discovered the medicinal waters. Their fame spread far and wide; and when Robert Burns joined his friends there 150 years later, the town was well established as a fashionable spa. Whether or not Burns took the waters is open to conjecture. But as a result of his visit he has left us one of the most famous drinking songs ever sung:

*O Willie brew'd a peck o' maut,
And Rob and Allan cam to pree . . .*

The perfect companions for seeing Britain are the new National Benzole road maps and "Our National Heritage" travel book. The road maps are on sale, 1/- each, at National Benzole 'solus' garages and filling stations. "Our National Heritage", a survey of the British scene in words and pictures, is introduced by John Moore and contains 115 pages of photographs, miniature maps and descriptive text. Published by Phoenix House in co-operation with the National Benzole Company Ltd., it is on sale at all bookshops, price 12/6d.



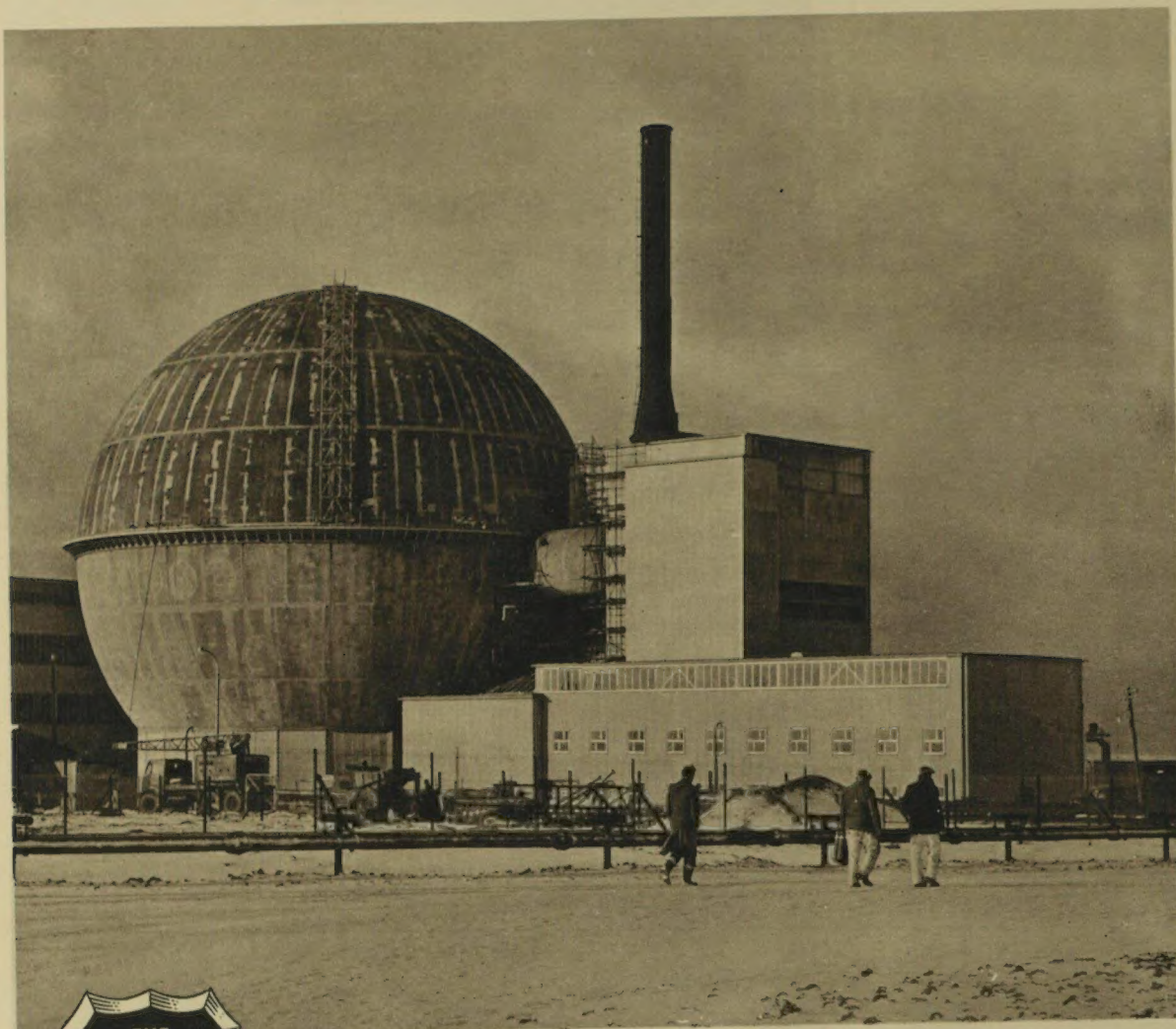
By Appointment to
Her Majesty the Queen
Suppliers of Motor Spirit
National Benzole Company Ltd.
Wellington House,
Buckingham Gate, London, SW1



GO SUPER

NATIONAL BENZOLE

The high-octane/high-Aromatic mixture



LONDON AND LANCASHIRE INSURANCE COMPANY LTD

Chief Administration: 7 Chancery Lane • London • WC2

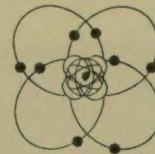
No. 5 Insurance is a service



Designed for its job

ATOMIC BREEDER REACTOR—DOUNREAY

Designed to produce energy and at the same time more fuel than it consumes! Its appearance is not intentionally futuristic. The huge steel ball houses the reactor and acts as a shield against radiation. Solution of a difficult design problem.



IN THE SAME WAY—the London & Lancashire Insurance Service has been designed specially for its purpose—that is to suit your insurance needs, to provide a policy that is exactly right for its particular job.

Photograph: The Atomic Energy Commission

TAYPLAN— the key to swift development

BY TAYPLANNING—that is by client and consultants entrusting their project to Taylor Woodrow right from the start—months of work and worry can be saved. Problems can be studied by Taylor Woodrow specialists in the light of world-wide experience in new and advanced construction techniques. A single, perfectly co-ordinated master-plan ensures maximum speed, efficiency and economy throughout. Site operations start sooner, finish sooner. Possession of the new premises is taken far earlier; time and money are saved. Call in TAYPLAN service at the inception of your new scheme.



TAYLOR WOODROW

BUILD EVERYWHERE



BUILDING & CIVIL ENGINEERING CONTRACTORS
10 PARK STREET • LONDON W.1 • GROSVENOR 8871
UNITED KINGDOM • CANADA • AFRICA • MIDDLE EAST • BRITISH WEST INDIES • AUSTRALIA • FIJI

Better looking than ever with delightful

new colours

Velox and Cresta by Vauxhall



How very effectively good colour sets off modern design! These delightful new Vauxhall colours make the 1959 Velox and Cresta better looking than ever. And the new upholstery designs, beautifully finished in attractive shades, complete the colour harmony. Good to look at, a delight to drive and superbly engineered in every way, the Velox and Cresta are the most outstanding six-cylinder models of today. Ask your local Vauxhall dealer to show you how and why in a demonstration drive.

New colours
(as shown)
HAVEN BLUE
IMPERIAL IVORY
LAUREL GREEN
SILVER GREY
ROYAL BLUE
CHARCOAL GREY
ROYAL GLOW

Everyone drives better in a Vauxhall

Velox £655 plus £328.17s. PT (£983.17s.) • Cresta £715 plus £358.17s. PT (£1,073.17s.)

Vauxhall Motors Limited • Luton • Beds

Shell guide to LIFE ON THE TIDE LINE

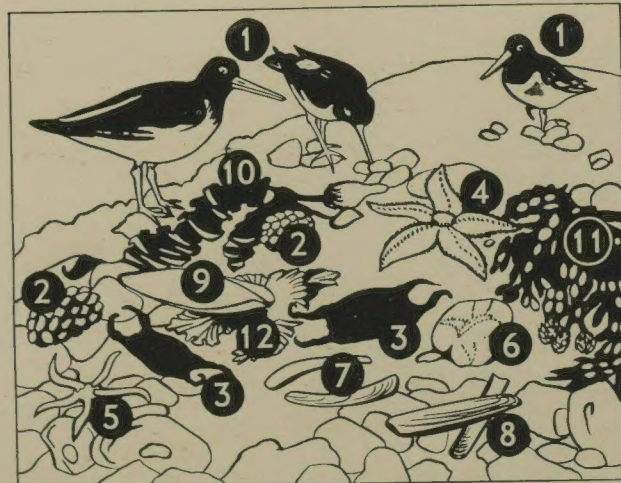


Painted by John Leigh Pemberton


OYSTER-CATCHERS (1) run and feed along the beach where a myriad of small creatures live and where tide and storm deposit oddments and relics of life. Here are egg capsules of the WHEALK (2), like hardened froth, and the black purses which are egg capsules of the SKATE (3). Starfish, such as the COMMON STARFISH (4) and the SMALL SANDSTAR (5), have been thrown high and dry. Here, too, you find the frail tests of the sand-burrowing HEART-URCHIN or SEA POTATO (6), with their spines rubbed off; empty shells of the SWORD RAZOR (7) and the POD RAZOR (8), two shell-fish which are good to eat; and the soft 'bones' (9) of CUTTLEFISH, which used to be crumbled into tooth-powder.

Seaweeds thrown up amongst sand and shingle include the SUGAR LAMINARIA (10) from deepish water, the BLADDERWRACK (11), buoyed up in the water by leathery vesicles filled with gas, and the PURPLE LAVAR (12), which is cooked and eaten — especially in South Wales — as 'laver bread', delicious with fried bacon.

NOTE: All the items shown in this picture would not, of course, be found in one place at one time.



The "Shell Guide to Trees" is now published in book form by Phoenix House Ltd. at 7s. 6d. The Shell Guide to "Flowers of the Countryside", "Birds and Beasts", and "Fossils, Insects and Reptiles" are also available at 7s. 6d. each. On sale at bookshops and bookstalls.

You can be sure of  The Key to the Countryside

THE ILLUSTRATED LONDON NEWS

© 1958. THE ILLUSTRATED LONDON NEWS & SKETCH LTD. The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved.

SATURDAY, SEPTEMBER 6, 1958.



NEAR ICELAND: THE BRITISH TRAWLER *NORTHERN ISLES* ARRESTED BY AN ICELANDIC PATROL BOAT (IN THE BACKGROUND) BEFORE THE RECENT DISPUTE OVER THE TWELVE-MILE FISHING LIMIT.

The arrest at sea of the British trawler *Northern Isles* (reported on page 371) took place some months before the Government of Iceland announced, in June, that it intended to extend Icelandic fishery limits from 4 to 12 miles from September 1. The British Government's reaction was contained in a statement shortly afterwards and, following this, the British—and other Governments—made prolonged efforts to reach agreement on the fisheries around Iceland. These efforts, however, came to an unsuccessful conclusion when discussions in Paris, under the auspices of the North Atlantic Treaty

Organisation, were adjourned, without agreement having been reached, shortly before the new limit was to come into force. On September 1, British trawlers were within the 12-mile limit—patrolled by a small group of armed Icelandic vessels—under the protection of the frigates *Russell*, *Eastbourne*, *Palliser* and *Hound*. Two patrol boats were driven away by British frigates. On the same day, the British Government announced that it hoped for further negotiations. A conference on the law of the sea is to be considered in the United Nations General Assembly later this month.



By ARTHUR BRYANT.

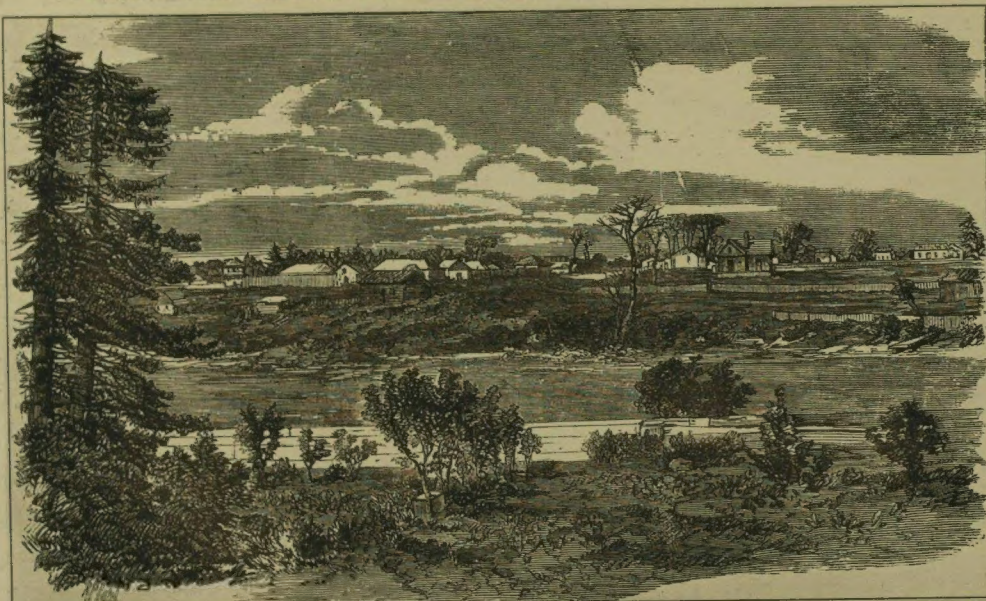
IN a most interesting article in a Sunday newspaper recently, that distinguished novelist and Civil Servant, C. P. Snow, made an interesting and, so far as I am aware, original point. He sees the emergence of a new type of successful man, of a new leader of society who alone can lead humanity through the dilemmas to the prizes of the atomic age. "Something," he writes, "is happening under our eyes, a number of people are so adapting themselves as to be instruments of this phase of the psycho-social evolution. The world problems are tangled, difficult, complex: to take a hand in them, to be any sort of modern manager, one has to be tough and clever but also capable of working through or with a group. . . . In countries everywhere, non-Communist and Communist, for every kind of job, in any kind of industry and Civil Service, it has become common form to test a man for how well he can get on in a group. This is quite modern. It is only since the war that we have come to put such a premium on this quality. Almost without realising it, we have assumed that, to be valuable in this society, a man has to be able to sacrifice some of the external expressions of his personality. Disciplined, unexhibitionist, capable of subduing their egos (except in the inner life which no social adaptation touches), these men are coming forward everywhere to answer the social need. They are the 'new men' of our time."*

Now this is true, certainly, up to a point. The successful man of our time, in our country and decade, is, above all, the man who is good in committee or conference, who avoids trouble and makes the smooth flow of business his main aim, who eschews gestures and histrionics and is able to carry the rest of the team with him. Even when he cannot help being conspicuous, he deliberately cultivates an appearance of not being so; captain or administrator of Industry, senior Civil Servant or Marshal of the Royal Air Force, his favourite wear is a tweed coat of neutral tone, a pair of flannel trousers and a pipe in his mouth. Though he unavoidably receives V.I.P. treatment, he would regard it as indecent to let the fact be known and deprecates every kind of deference. His supreme bugbear is "shooting a line"; he is armed with an almost feminine modesty. He leads, not by eloquence, drive or even example, but by influence and the logic of events which he anticipates with such accuracy as to make it almost certain that what he requires of others will, in fact, prove unavoidable for them. He shuns heroics and is the antithesis of the hero of schoolboy fiction of my youth, but he achieves his objectives, which are those, he reckons—for he is a firm believer in planning and the greatest good of the greatest number—of humanity as a whole. Though he loves his country he thinks internationally rather than nationally—how else, he asks, can his nation live in an atomic age?—eschews enthusiasm and over-earnestness and turns everything to a modest jest or "wisecrack," so persistently lowering the temperature of disagreement and controversy. He is as unlike Nelson, Drake, Gladstone, Henry Irving and Henry V as anyone could be. His spiritual home is neither the last ditch nor

the forum but a committee room quietly, and almost drably, furnished in contemporary taste. And when he relaxes, it is in a suburban garden or over a glass of beer in the local or at the golf club, where he tries to look as much like Everyman as possible. And on the whole he succeeds admirably. His prototype among the beasts is not a lion, but a chameleon.

All this is very sensible; in ordinary times those such a man leads need fear no Balaclava or Suez, but can rest reasonably assured that all difficulties will be ironed out and troubles avoided or, at any rate, postponed. But what if times are not ordinary? There are tempests that strike the body politic from time to time that come from God knows where; that are unpredictable in terms of ordinary human reason or foresight. Who in 1920, or even 1930, could anticipate, for instance, 1940?; as late as 1929 that prophetic man, Winston Churchill, when Chancellor of the Exchequer, was primarily responsible for continuing the Treasury's Ten Years Rule against any major

FROM "THE ILLUSTRATED LONDON NEWS" OF 100 YEARS AGO.



AN 1858 VIEW OF "VICTORIA, THE CHIEF TOWN OF VANCOUVER'S ISLAND." THE PRESENT CAPITAL OF BRITISH COLUMBIA WAS THEN A PRIMITIVE, RAPIDLY GROWING TOWN OF SOME 6000 INHABITANTS.

Victoria, the capital of British Columbia and recently the scene of Princess Margaret's warm welcome at the beginning of her tour of the Province in its centenary year, was in 1858 a trading post of the Hudson's Bay Company and only a very small town. While one observer praised its situation—"generations yet to come will pay grateful tribute to the sagacity and good taste of the man who selected it"—another side of the picture was presented by a correspondent of "The Times." Of the young town, which promised to flourish because of the goldfields in British Columbia, he wrote: "It is the San Francisco of 1849 reproduced; and the republication of one of my letters of that period would save me the trouble of sketching the new city. The same hurry-scurry, hurly-burly, dirt, dust, inconvenience, bad living, bad housing, cheating, and lying. The sudden metamorphosis from a quiet little hamlet of some 400 souls to a huge hive of from 6000 to 7000 brigands, produced by the same causes. . . . The life is very primitive, tents being the habitation of the majority."

British rearmament. And, when 1940 came, as come it did, what use would one of C. P. Snow's new leaders—or indeed, a whole Conference hall of them—have been to defy Hitler, rally the free world and keep triumphant tyranny at bay? It needed a very different kind of man to do that—an exceptional man, a flamboyant man, a man who, above all else, was a hero and a man apart—in other words, a Churchill. Without him we should undoubtedly have perished just as, I dare say, in ordinary times, we might have perished with him. For the daring pilot in extremity is not always the safest in a calm.

Yet I believe that to be great, to contribute something of major worth to mankind, to survive as a real force for living good and not merely as a museum piece, a nation must be led and influenced by human beings who hitch their waggons to stars and believe and act greatly. I am, I suppose, an unregenerate romantic, yet the classic tradition, as transmitted by history and in which I believe, shows that every permanent gain in mankind's lot was pioneered by men of belief and passion, who dreamed and did on a scale normally unattainable

by the mediocre majority. To do so they took risks, and often made themselves ridiculous, or courted tragic failure. But they were men apart, men on the scale of Shakespeare's heroes, men like Cromwell and Wesley and Clive and Dickens and Walter Scott. And no country has ever been richer in such beings than our own, not even ancient Greece or rural France or that wonderful little land where the Hebrew genius flowered and flamed from 3000 to 2000 years ago. In an essay written just after the Suez crisis, that brilliant Canadian writer, Hugh MacLennan, mourning the passing of England's greatness, wrote that the historic England that for four centuries had been the world's wonder, "in her heart valued nothing but excellence." This, I am convinced, was the secret of England's extraordinary place for so long in the world: that we produced so many men, and those our leaders in every branch of life, who were content with only the finest and the best and consistently strove to attain it. "It was a style; it was a people's attitude towards life and itself. . . ."

† From Drake entering Nombre de Dios to the Dorchester labourers braving transportation and exile for the sake of what they were convinced was right; from Philip Sidney passing the cup to the wounded soldier to G. L. Jessop going in fifth wicket down to confound Australia's certain hopes of victory by a miraculous century on an impossible wicket at the Oval Test in 1902, the secret of England's achievements has always been the same; to wring the last ounce of excellence out of life and stake everything on doing so. That attitude—in war, in craftsmanship, in morality, in commerce—made this little island the mistress and teacher of the world for four centuries, and those the four happiest and most productive centuries in its history. The unlettered craftsmen who made the Cotswold villages and raised the lovely Perpendicular towers like shining stars across the land from Norfolk to Somerset; the husbandmen who bred the flocks and herds whose names are household words in every agricultural community on earth; the seamen whose mastery of tide and wind and fearlessness in battle made them arbiters, masters and carriers of every sea; the statesmen of Westminster who set their debating sights on Demosthenes and Cicero, and the poets from rustic manor house and rectory or Cockney livery stable who emulated Homer and Virgil were all products of this proud sense of style—"the elemental fire," as Mr. MacLennan calls it, "which forged the diamonds without which there could have been no Shakespeare or Milton." There was nothing anonymous about such men, whether their stage was an empire or only a local hunt or farm or counting house; they did not hide their light under a bushel, but asked to be judged by their handiwork, whose fame redounded to their own and England's credit. "When the years have passed," MacLennan writes, "the world is going to seem very drab without that fantastic, reckless and infuriating arrogance"—that "arbiter of excellence" that set standards, not only for England, but for all mankind. And I doubt if Sir Charles Snow's "new man" will fill his place.

† Hugh MacLennan, "The Curtain falls on the Grand Style"; *The Montrealer*, February 1957.

* *Sunday Times*, August 24, 1958. The Destiny of Man—VI. "New Men for a New Era," by C. P. Snow.

FISHING NEAR ICELAND: ABOARD A TRAWLER ARRESTED AT SEA.



PART OF A LONG DAY'S WORK: SOME OF THE CREW OF THE NORTHERN ISLES CUTTING FISH ABOARD THE TRAWLER.

(Above.)
AN ICELANDIC PATROL BOAT (RIGHT) WITH A BRITISH TRAWLER WHICH SHE HAD ARRESTED. THE TRAWLER, NORTHERN ISLES, IS SEEN ALONGSIDE THE PATROL BOAT AT SEYDHISFJORDHUR, ICELAND, AFTER BEING ARRESTED WITHIN THE 4-MILE LIMIT.



(Right.)
THE NATURAL DIFFICULTIES WHICH BRITISH TRAWLERS HAVE TO CONTEND WITH: THE NORTHERN ISLES ROLLING IN HEAVY SEAS. THE WAVE THREATENING THE TRAWLER WAS ESTIMATED TO BE 48 FT. IN HEIGHT FROM TROUGH TO CREST.



A RICH CATCH FROM ICELANDIC WATERS ABOARD THE NORTHERN ISLES. THE FISH, MOSTLY COD, WERE CAUGHT 4 TO 5 MILES OFF THE COAST.



DEALING WITH THE CATCH: MEMBERS OF THE CREW OF THE NORTHERN ISLES PREPARING THE FISH AFTER HAULING IN THE NET.

Preceding the dispute over Iceland's fishing limits, which is reported on the front page, it was not uncommon for British trawlers to be arrested by Icelandic patrol boats in the vicinity of Iceland. The *Northern Isles* is one of the British trawlers which has suffered the fate of being arrested in this way. A year ago, the trawler unintentionally entered the four-mile limit while fishing and was soon arrested. The trawling gear was hauled in and two checks on the position of the trawler were made by the officers of the patrol boat—one on board the

trawler and one on board the patrol boat. It was thus confirmed that an infringement of the limits had taken place, and the trawler was then escorted to Seydhisfjordhur. A court was held shortly afterwards and a fine imposed. According to a recent report, fines on these occasions have averaged £1600, but this is increased by as much as two-thirds by a payment which takes the place of actual confiscation of the catch. (The photographs were taken by an engineer on board the *Northern Isles*.)

AT FARNBOROUGH: V.T.O. AIRCRAFT, A BOMBER AND GUIDED MISSILES



THE FAIREY ROTODYNE VERTICAL TAKE-OFF AIRCRAFT: AN UNUSUAL TAIL-END VIEW. THE ROTODYNE IS MAKING ITS DEBUT AT FARNBOROUGH THIS YEAR.



ANOTHER VERTICAL TAKE-OFF AIRCRAFT APPEARING AT FARNBOROUGH FOR THE FIRST TIME: THE SHORT S.C. 1 RESEARCH AIRCRAFT.



IN THE GUIDED WEAPONS SECTION: THE ARMSTRONG-WHITWORTH SEASLUG SHIP-TO-AIR GUIDED MISSILE.



THREE STRIKING EXHIBITS: THE THUNDERBIRD GUIDED MISSILE (LEFT), THE JINDIVIK TARGET AIRCRAFT (CENTRE) AND THE BLOODHOUND GUIDED MISSILE.



THE SUPERSONIC HANDLEY PAGE VICTOR B MK. 1, EQUIPPED WITH A PROBE FOR REFUELLING IN THE AIR.



A PYE ANTI-TANK GUIDED MISSILE WHICH IS TO BE SEEN IN THE GUIDED WEAPONS SECTION AT FARNBOROUGH.

Guided weapons, a wide selection of which were shown at Farnborough for the first time last year, feature more prominently in this year's display, at which two vertical take-off aircraft, the Fairey Rotodyne and the Short S.C. 1, are also striking exhibits. The Society of British Aircraft Constructors' flying display and exhibition, which was fully illustrated in our last issue, opened at Farnborough on September 1 and continues until September 7. Among the exhibits on view in the guided missiles park are the English-Electric

Thunderbird surface-to-air missile and the Bristol-Ferranti Bloodhound. The working of the Fairey Fireflash air-to-air missile is also being demonstrated. The Armstrong-Whitworth Seaslug, the Royal Navy's first ship-to-air guided missile, and a Short missile, with a guidance and control system produced by Elliott Brothers, can also be seen. The latter is equipped with a special flotation bag for the purpose of recovery from the sea. Pye and Vickers are exhibiting two small anti-tank guided missiles.

FORMATION
AEROBATICS:
HAWKER
HUNTERS
IN A DISPLAY
STAGED BY THE
R.A.F.

DURING the summer many people in Britain have had an opportunity of seeing a thrilling nine-minute aerobatic display by *Hunter* Mk. 5 jet aircraft of No. 56 (Fighter) Squadron's aerobatic team. The squadron is based at Waterbeach, Cambridgeshire, and one of their latest displays was held over Colwyn Bay in North Wales on August 30. At the Farnborough Air Show (September 1 to 7) visitors have seen twenty-two Hawker *Hunter* jet aircraft of R.A.F. Fighter Command in an aerobatic display which is the largest of its kind ever staged by the R.A.F. It is being led by Squadron-Leader R. L. Topp, commanding officer of No. 111 Squadron. The *Hunter* is in production for the Royal Air Force and the current versions for the R.A.F. are the *F. Mk. 6* and the *T. Mk. 7*. It has been supplied to the Governments of Denmark, Iraq, Peru and Sweden, and the *T. Mk. 7* has also been ordered by the Dutch Ministry of War.

CARRYING OUT FORMATION AEROBATICS: FOUR HAWKER *HUNTER* JET AIRCRAFT OF R.A.F. FIGHTER COMMAND "STANDING ON END" (ABOVE) AND MANŒUVRING ABOVE THE CLOUDS (BELOW) DURING A NINE-MINUTE DISPLAY.



THE prospects of avoiding a nuclear war are considered by most thinking people to have improved recently. It must be confessed that the attitude of many, highly-intelligent individuals included among them, is irrational, if not childish. They say: "It looks as though we should get through without the horror, but there's no good in talking about it or what we should do to save something out of the wreck if it came on us. We may as well assume that there would be nothing left to save." This is, in fact, the reaction of emotion rather than reason. The subject is classed as not worth discussion because the recoil from it is so strong. Reason asserts that there would obviously be something to be saved by effort.

I have just received from the United States a pamphlet entitled "Report on a Study of Non-Military Defence." It has been "supported" by The Rand Corporation of Santa Monica, California, which, besides working for the United States Air Force and various Government agencies, sponsors research in subjects related to national security and public welfare. Its standards are extremely high. It is completely objective, as I know from past experience. The language used in this report is clear and dignified, without the jargon which infests so much work of the kind. The problem is treated popularly but one might say clinically. The major premise is that non-military (we say usually "civil," sometimes "passive") defence might make two notable contributions to national defence: providing a reasonable chance of the survival of the United States as a nation and increasing its freedom of action by strengthening the strategy of deterrence.

Supposing, it remarks, that a nuclear attack a few years from now were to kill as many as 90,000,000 Americans, there would still be 90,000,000 left. The figure of 90,000,000 is staggering, but surely 90,000,000 would be worth preserving. They would not survive by chance. There are, of course, a number of factors to be taken into account besides the precautions of civil defence, high among them the length of the warning received and the policy of the enemy—for example, whether he directed his first wave of attack against the forces of the Strategic Air Command alone or also against the principal cities—yet supposing all the factors were adverse and there were no civil defence whatever, the death-roll might be immensely larger than 90,000,000.

One of the estimates is as follows. Presuming a fifty-city attack, fully effective, with no non-military measures, the number of fatal casualties might be 90,000,000, whether the warning were measured in minutes or in hours. In face of a similar attack where fall-out shelters and arrangements for limited evacuation had been provided, the fatal casualties might be 70,000,000 with 30 to 60 minutes' warning, and 30,000,000 with from 3 to 6 hours' warning. After strategic or

A WINDOW ON THE WORLD.

RESEARCH IN CIVIL DEFENCE.

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

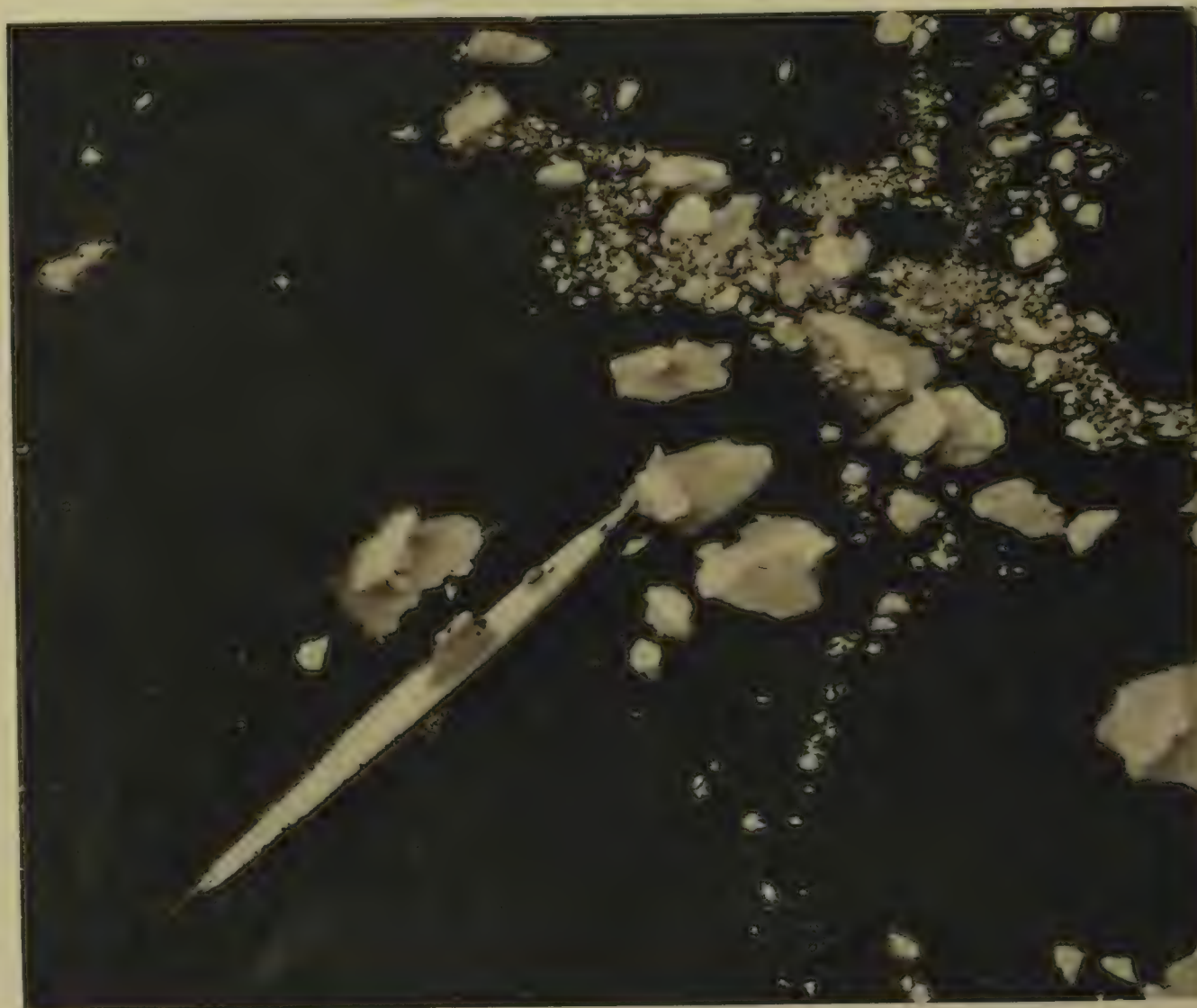
large-scale evacuation the figures might be 25,000,000 and 5,000,000 respectively.

A 150-city attack would be conceivable only in a future more distant than that in which a fifty-city attack would be possible. The estimated effects in millions of deaths out of a population of 180,000,000 can best be shown in a table.

	30 to 60 minutes of warning *	3 to 6 hours of warning *
No non-military defence measures	160	160
System of fall-out shelters plus arrangements for tactical evacuation	70	30
Same, after strategic evacuation	40	25
System of blast and fall-out shelters plus arrangements for rapid entry	25	25
Same, after strategic evacuation	5	5

* Includes an assumption that ten cities are hit by inter-continental missiles with no warning.

U.S.S. HALFBEAK IN ARCTIC WATERS.



MOVING THROUGH AN ARCTIC ICEFIELD: THE UNITED STATES SUBMARINE HALFBEAK, WHICH CO-OPERATED WITH THE NUCLEAR-POWERED SUBMARINE SKATE DURING HER VOYAGE UNDER THE NORTH POLE.

U.S.S. *Halfbeak*—a "Balao" class diesel-powered 1526-ton submarine—was reported to have been in Arctic waters co-operating with U.S.S. *Skate* during the latter's voyage under the North Pole. *Halfbeak*, which is camouflaged with a special white paint, is seen here making her way through an icefield during further work on her scientific survey of conditions in the Arctic.

The sceptical will say that the provision against blast, which makes such a remarkable difference when warning is under one hour, is extremely difficult if not impossible to contrive on a large scale. They may go on to argue that strategic evacuation can never be carried out. In fact, the main problem in protection against blast is cost, which most if not all Governments have shied away from on the ground that it would cripple the community. If it were never fully provided, every step in that direction would be worth making. Strategic evacuation might indeed prove impossible. This is no reason for refusing to study it, since a situation of political tension might serve as a signal. This occurred in 1939, when strategic evacuation was carried out in Great Britain on a large scale.

It is impossible to deal with all the points made in the report, but the most interesting can be mentioned. The conclusion about long-term fall-out is that "radiation problems are a less critical threat to the survival of a population than the central short-term problem, namely, how to protect a substantial fraction of the population

from the immediate disaster of a nuclear war." An attempt is made to answer the question how far a large fraction of the population, supposing it to have been sheltered from the immediate attack and to have survived long-term radiation, could afterwards support itself. As regards food, the conclusion is fairly optimistic. It is considered that partially-damaged social and industrial appliances might be patched up in six months. The chief bottle-neck, it is estimated, would be the capacity of the community to produce new durable goods, such as metals, building materials, and machinery. These calculations, however, apply to a fifty-city, not to a 150-city attack.

It should be pointed out that the present expenditure of the United States Government on non-military defence, apart from considerable stock-piling, is very small indeed. Yet the writers of the report consider that if it were to be multiplied two or three times—which would still not raise it above \$300,000,000—valuable work could be

done, particularly by taking advantage of existing assets. These include stockpiles on a vast scale of industrial raw materials, machine tools, and food. But when it becomes a question of blast and fall-out shelters plus extensive economic support on a large scale, cost figures approach the astronomical.

On the other hand, the contributions made by non-military to active defence may be very great. Some of them are technical and not apparent to the layman till pointed out, though obvious then. The enemy must, for instance, seek to increase the accuracy of his attack, thus making it more vulnerable, where effective non-military defence has been provided. And in these circumstances the active defence can make use of larger atomic warheads at closer range. Were the Soviet

Union, which already has a respectable non-military defence organisation, to start on a new major programme, it would come as rather sinister news.

There may well be miscalculations in this report, but it is an honest and intelligent piece of work. It is also modest. It argues that it would be unwise for the United States to embark on a major programme without a great deal of prior research. This would not be the paper research of which the report itself is an admirable popular example. If shelters, ventilation equipment, or anything else were discussed, specimens would have to be made and tested; if the subject were an emergency diet, volunteers would have to live on it. At least the report suggests that the possibility of alleviating the disaster of a nuclear war is rather greater than is generally supposed.

A WINDOW ON THE WORLD—I.



AFTER A BOMB EXPLOSION DURING THE NIGHT OF AUGUST 27: THE BLAZE IN AN OIL STORAGE DEPOT NEAR ROUEN.

COMBATING THE FIRE IN THE OIL STORAGE DEPOT AT MOUREPIANE, NEAR MARSEILLES: A TRUCK ADDING EARTH TO A WALL BEING BUILT TO PREVENT THE SPREADING OF THE FIRE.



AWAITING INTERROGATION: SOME OF THE 3000 MUSLIMS ROUNDED UP IN PARIS ON AUGUST 27 AFTER THE WIDESPREAD WAVE OF TERRORISM AND SABOTAGE.



A PHOTOGRAPH TAKEN FROM ABOUT HALF A MILE AWAY AT THE MOMENT WHEN AN OIL STORAGE TANK EXPLODED DURING THE FIRE AT MOUREPIANE ON AUGUST 25.



STILL BLAZING MANY HOURS AFTER THE START OF THE FIRE: THE SCENE AT MOUREPIANE ON AUGUST 26. THE FIRE WAS BROUGHT UNDER CONTROL ON AUGUST 26.

FRANCE. A WAVE OF ALGERIAN TERRORISM AND SABOTAGE: SERIOUS OIL FIRES IN SEVERAL AREAS.

A wave of violent terrorism and sabotage began in many parts of France during the night of August 24 and 25 on a scale that has been described as "unparalleled in the four years of the Algerian rebellion." The principal targets of the Algerian terrorists were a number of oil storage depots, such as that at Moureplane, near Marseilles, where an explosion at 2.30 a.m. on August 25 started a blaze which continued for some thirty-six hours and destroyed all but one of the fourteen storage tanks. It was feared

that many firemen had lost their lives in a great explosion at this depot, but it was later announced that, miraculously, none had been killed, though seventeen were injured. While many of the sabotage attempts were unsuccessful, fires were started at oil depôts at Toulouse, Le Havre, near Narbonne, and, two days later, near Rouen. Four police officers were killed in incidents in Paris on August 25. On August 27 some 3000 Muslims were rounded up in Paris for questioning, and some suspects were held.

A WINDOW ON THE WORLD—II.



WASHINGTON, D.C., U.S.A. A NEWLY-DEVELOPED TYPE OF SHIP'S PROPELLER WHICH, IT IS CLAIMED, SOLVES THE PROBLEM OF CAVITATION AND INCREASES SPEED. On August 27 the U.S. Navy's research department announced a new type of propeller which "could reasonably be compared in magnitude to the development of jet propulsion for aircraft." Its knife edge and sharp profile reduce cavitation and so increase efficiency.



NEW SOUTH WALES, AUSTRALIA. ALREADY WORTH £A5000 AND WEIGHING 1 CWT.: TARONGA, THE FIRST RHINOCEROS TO BE BORN IN AUSTRALIA IN CAPTIVITY, SEEN AT TARONGA PARK ZOO, SYDNEY.



CAPE TOWN, SOUTH AFRICA. THE CROWDS WAITING AS THE COFFIN OF MR. STRYDOM WAS CARRIED OUT FROM THE GROOTE KERK AFTER THE MEMORIAL SERVICE. THE BURIAL WAS AT PRETORIA. A crowd estimated at 50,000 filled the streets from the Groote Kerk to the railway station, when the coffin of Mr. Strydom, the late Premier of South Africa, was taken after the memorial service for its journey to Pretoria, for burial there in the Republican section of the Old Cemetery. At the memorial service on August 27, Cabinet Ministers were pall-bearers.



BURSA, TURKEY. DEVASTATION IN BURSA, THE EARLY CAPITAL OF THE OTTOMAN EMPIRE, AFTER A DISASTROUS FIRE. In the early afternoon of August 24 fire broke out in the big bazaar and spread rapidly before being brought under control about midnight. One fireman was killed and about 1000 shops were destroyed.



GREECE. AFTER TEN TO TWELVE YEARS OF CAPTIVITY IN ALBANIA: GREEKS RECENTLY REPATRIATED BENDING TO KISS THE SOIL OF THEIR MOTHERLAND. A number of Greeks who were taken captive during the fratricidal wars in Northern Greece which followed World War II, and have since been working under duress in Albania, were recently released and are to be resettled in Northern Greece.



BRUSSELS, BELGIUM. WHAT WAS ONCE THE "HAWAIIAN VILLAGE" IN THE AMUSEMENT PARK SECTION OF THE BRUSSELS FAIR—AFTER A FIRE DESTROYED THE THATCHED AND PALISADED ENCLOSURE WITH ITS GROUP OF OPEN-AIR SHOPS. NO ONE WAS INJURED.

A WINDOW ON THE WORLD—III.



AFTER ONE OF THE RECENT COMMUNIST BOMBARDMENTS OF QUEMOY: LIFE CONTINUES AS USUAL IN ONE OF THE TOWNS ON THE ISLAND.



THE CHINESE NATIONALIST ISLANDS WHICH HAVE RECENTLY BEEN HEAVILY SHELLED FROM THE MAINLAND: QUEMOY AND LITTLE QUEMOY (1). THE TAN ISLANDS (2) ARE ALSO NATIONALIST-HELD.

QUEMOY. A FAR-EAST CRISIS.

THE sporadic shelling from the Communist Chinese mainland of the nearby Nationalist-held islands entered a new phase when, on August 23, Quemoy was subjected to the first of a series of intensive bombardments. In this first attack it was estimated that in two hours some 50,000 shells were fired, chiefly at Quemoy and Little Quemoy, and that there were 239 Nationalist casualties. Nationalist guns were reported to have returned the fire. Preceding the attack a large concentration of Communist military aircraft in the area was reported. The United States is pledged by treaty to help defend Formosa, the chief Nationalist stronghold. Although her commitments regarding the Quemoy and Matsu islands—lying near the mainland—were less clearly defined, Mr. Dulles recently disclosed that these islands had lately become more closely linked with Formosa and that it would be hazardous to assume that an attack on them could be a limited operation. The Communist bombardments continued after this warning, however, and naval and air engagements were also reported. On Aug. 27, President Eisenhower repeated Mr. Dulles' warning, and the U.S. aircraft-carrier *Essex* and four destroyers left the Mediterranean to reinforce the U.S. 7th Fleet near Formosa. After an aggressive broadcast from Peking a further U.S. warning was made on August 28.



A VIEW FROM QUEMOY, WITH THE COMMUNIST PORT OF AMOY AND THE MAINLAND IN THE BACKGROUND.



ONE OF THE LARGE NEW ROADS WHICH HAVE BEEN BUILT ON THE NATIONALIST ISLAND OF QUEMOY WITH UNITED STATES ASSISTANCE.



ONE OF THE LARGE GUNS ON QUEMOY WHICH REPLIED TO THE HEAVY COMMUNIST SHELLING FROM THE MAINLAND.

A WINDOW ON THE WORLD—IV.



WHERE SELKIRK, WHO INSPIRED DEFOE'S "ROBINSON CRUSOE," LIVED ALONE FOR OVER FOUR YEARS: THE ISLAND OF MAS A TIERRA, SHOWING THE MAIN SETTLEMENT OF SAN JUAN BAUTISTA



THE ONLY SUITABLE LANDING-PLACE ON MAS A TIERRA: CUMBERLAND BAY. THERE IS A WEEKLY SEA-PLANE SERVICE BETWEEN THE ISLANDS AND VALPARAISO.



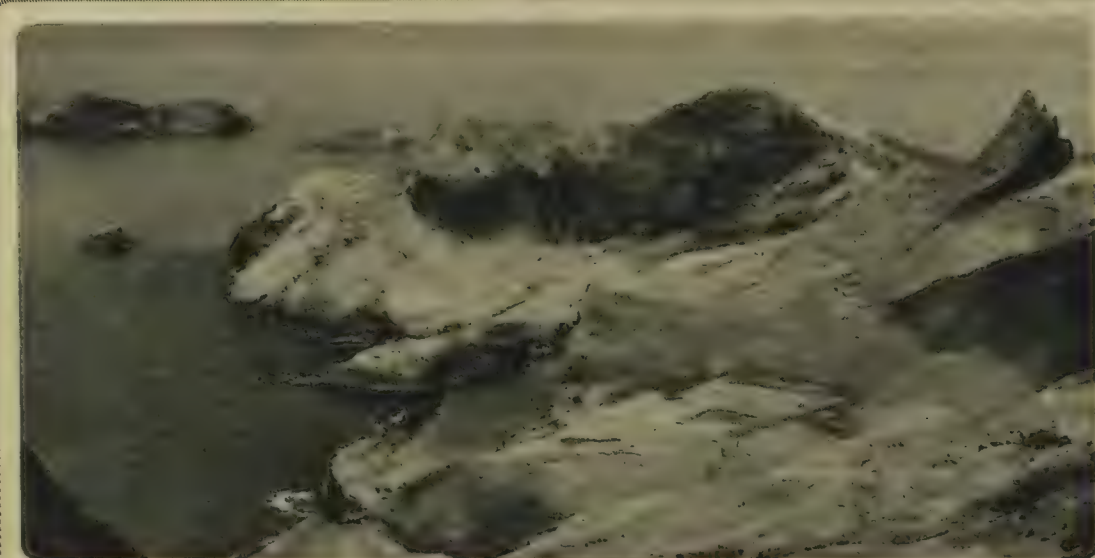
A LARGE CAVE, ON A BEACH ON MAS A TIERRA, WHICH IS REPUTED TO BE THE ONE IN WHICH ALEXANDER SELKIRK LIVED FOR A TIME.



A SETTLER'S HOUSE IN LORD ANSON'S VALLEY NEAR THE MAIN SETTLEMENT. LORD ANSON AND THE CREW OF THE CENTURION SPENT SIX MONTHS HERE BETWEEN 1738-40.



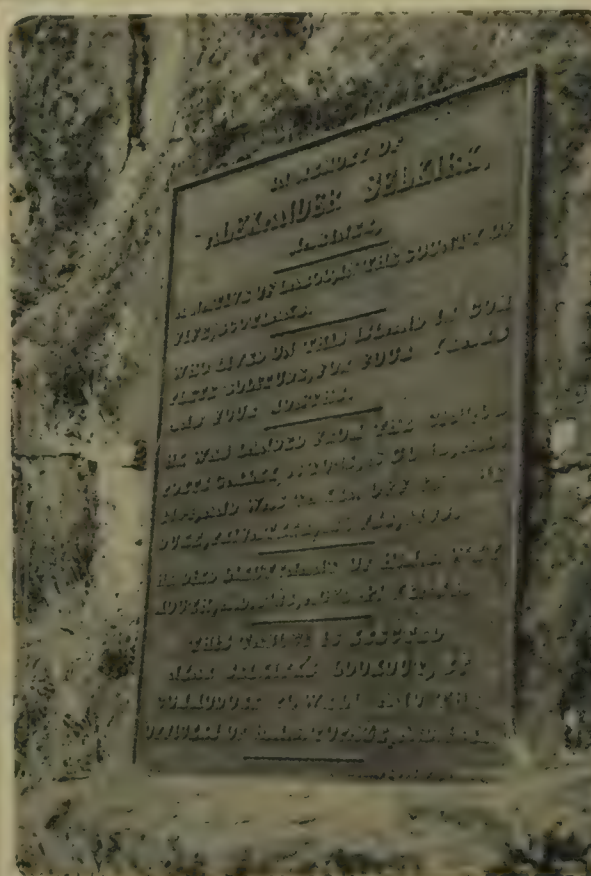
WHERE SELKIRK SCANNED THE HORIZON DAILY FOR THE SIGHT OF A SAIL: SELKIRK'S LOOK-OUT, ONE OF THE ISLAND'S HIGHEST POINTS.



VIEWS FROM SELKIRK'S LOOK-OUT: THE RUGGED TERRAIN OF THE ISLAND OF MAS A TIERRA AND, IN THE DISTANCE, THE UNINHABITED ISLET OF SANTA CLARA.

THE "ROBINSON CRUSOE" ISLANDS: SCENES ON JUAN FERNANDEZ.

THE Juan Fernandez Islands lie about 400 miles due west of Valparaiso, Chile. They were discovered by Fernandez in 1574 and for over two centuries they were an international pirate's hide-out. The group comprises the island of Más a Tierra (13 miles by 4), with its attendant islet of Santa Clara, and about 90 miles further seaward, the island of Más Afuera, which has peaks over 5000 ft. high. In 1704 Alexander Selkirk, a Scottish mariner, was landed on Más a Tierra, where he lived completely alone for over four years. He later related his adventures to Daniel Defoe, who based his immortal "Robinson Crusoe" on them. Chilean occupation of the islands was not made effective until the middle of the last century. To-day the total population of the islands numbers some 600, the majority of whom live on Más a Tierra and make their livelihood from lobster fishing. The climate is very mild, and the vegetation is rich.



NEAR SELKIRK'S LOOK-OUT: A MEMORIAL TABLET TO SELKIRK SET IN THE ROCK BY BRITISH NAVAL OFFICERS IN 1868.

A WINDOW ON THE WORLD—V.



(Left.)
THE NETHERLANDS. AGROUND NEAR THE NAVAL BASE AT DEN HELDER: THE CRUISER DE ZEVEN PROVINCIE. The Dutch cruiser *De Zeven Provinciën* (9735 tons), the second largest ship in the Netherlands Navy, ran aground near the naval base of Den Helder on August 26. Five tugs refloated her on August 27 after her ammunition and equipment had been taken off.



(Right.)
THE NETHERLANDS. CAUGHT AND KILLED BY DIVERS DURING SALVAGE OPERATIONS AT FLUSHING: A BOTTLE-NOSSED WHALE WHICH WEIGHED 3 TONS AND WAS NEARLY 30 FT. LONG. IT IS SEEN HERE BEING HOISTED FROM THE WATER BY A FLOATING CRANE.



THE LEBANON. DISCUSSING THE SITUATION: THE REBEL LEADERS MEETING IN THE BEIRUT HOME OF SAEB SALAM (SEEN AT HEAD OF TABLE).

On August 25 the rebel leaders in the Lebanon held a meeting at the Beirut home of their leader, Saeb Salam. A statement issued later contained expressions of solidarity and demands for the immediate resignation of "the traitor Chamoun."



THE LEBANON. IN BEIRUT: WELL-ARMED SOLDIERS OF THE REBEL ARMY SEEN PARADING THROUGH THE BASTA AREA OF THE CAPITAL.



MALTA. ARRIVING AT VALLETTA ON AUGUST 24: FIELD MARSHAL LORD MONTGOMERY (CENTRE) BEING WELCOMED BY SIR ROBERT LAYCOCK (RIGHT).

Field Marshal Lord Montgomery, who is retiring as Deputy Supreme Allied Commander in Europe, was welcomed by Sir Robert Laycock and Admiral Sir Charles Lambe when he arrived in Malta on August 24 for a farewell tour.



PORTUGAL. AFTER WINNING THE PORTUGUESE GRAND PRIX AT OPORTO: STIRLING MOSS OF BRITAIN HOLDING HIS VICTOR'S BOUQUET.

Stirling Moss, driving a British *Vanwall*, won the Portuguese Grand Prix at Oporto on August 24. The first three places went to British drivers. J. M. Hawthorn, in a *Ferrari*, finished second, and S. Lewis-Evans, in a *Vanwall*, was third.

REVOLUTION IN THE MIDDLE EAST.

"THE FALL OF THE SAFAVI DYNASTY AND THE AFGHAN OCCUPATION OF PERSIA." By LAURENCE LOCKHART.*

An Appreciation by SIR CHARLES PETRIE.

THERE is a tendency in the West to study the East over too short a period, and thus to get it out of perspective. In Great Britain, in particular, little or no attention is paid to the history of Asia until the flag followed trade—for that was the real order of priority—there, and now that the flag is being hauled down in one Asian country after another it is of great interest, and no little importance, to examine the conditions under which our ancestors laboured in that part of the world before the flag went up. In the Middle East in the early eighteenth century neither Lord Salisbury's legendary gun-boats nor Mr. Macmillan's very real troop-carrying 'planes' were available to maintain British prestige, and the story of what went on in spite of these facts not only adorns a tale, but it surely also points a moral.

Mr. Lockhart has chosen a little-known, but important, period as his theme. Tamerlane had swept across Persia at the end of the fourteenth century, and for over a hundred years the Turcomans held sway there. Then came the Safavids, who claimed descent not only from the Sassanids but also from Mohammed, and they overthrew the Turcoman régime in 1502. Thereafter they supplied a line of Shahs of whom the greatest was Abbas I, who proved himself a worthy contemporary of such monarchs as Elizabeth I of England, Philip II of Spain, Suleyman the Magnificent of Turkey, and Akbar, the Great Mogul. It is not, however, with the days of Safavid greatness that the author is concerned in this book, but with those of Safavid decline, when a very different state of affairs prevailed.

The façade was still imposing, but there was nothing behind it. In practice Persia was an absolute monarchy, but, as the author points out, although,

Shah Abbas unquestionably rendered very great services to his country, he must, nevertheless, be held responsible for one of the most serious of the causes of the decline and fall of his dynasty. It was he who through fear and jealousy of his own sons initiated the pernicious practice of keeping the heir to the throne (together with the other royal princes) immured in the harem until the moment came when he was called upon to take the reins of government in his totally inexperienced hands.

The consequence was that these princes had no other occupation than drink and debauchery in their youth, and such habits were too deeply rooted to be shaken off when they ascended the throne. In any event, dynasties resemble human beings in that they are liable to go through stages in the course of their existence which correspond to youth, adolescence, maturity, and old age in man. Such being the case, it is in no way surprising that the Safavids should have collapsed under the impact of Mahmud, sadistic maniac though he was, and his Afghans in 1722. It was the story of Alaric the Goth and the Roman Empire over again.

In these troubled waters the neighbours of Persia were not slow to fish. Russia and Turkey for the moment forgot their ancient rivalry, and embarked on a policy of partition, which was by no means unsuccessful until the revival of Persia under Nadir Shah. Of the Western Powers the most influential was France, and her policy

was primarily directed towards keeping the Turks at peace in the East, since she required them at full strength in Europe as a threat to the Habsburgs at Vienna. The interests of Great Britain were mainly commercial, but London was by no means sorry to see Russia committed in the Middle East, as this weakened her in the Baltic area upon which the British Navy was becoming increasingly dependent for timber.

Through the intricacies of the Persian internal situation and of the diplomatic intrigues of which Isfahan was the centre, Mr. Lockhart conducts the reader with unerring skill, and on no occasion does it become impossible to see the wood for the trees. He is, perhaps, inclined to over-estimate Turkish military strength after the victories of Prince Eugene, and it is not every historian who will be prepared to rate the Ottoman Sultan Ahmad III so highly as he does, but these are matters of opinion, and in no way affect the fact that his book is a first-class piece of scholarship, while his narrative is well illustrated with a number of apposite historical parallels.

It is often stated that Oriental history is dull because no principles are ever at stake, and that it is in the main merely the record of the rise and fall of a number of not particularly attractive dynasts. These pages are added proof that nothing could be further

from the truth. Quite apart from the Mongol invasions, which created greater havoc in the Middle East than anything that is happening there to-day, there was the fundamental difference between the Sunni and Shia Mohammedans which served more than anything else to exacerbate the hatred between the Turks and the Persians, quite irrespective of the occupants of the thrones of Constantinople and Isfahan. One example of this will suffice:

Attention has already been drawn . . . to the conflict of views between the Sultan Ahmad III and his Grand Vizier Damad Ibrahim on the one hand, and certain of the military and religious leaders and members of the general public on the other, respecting the policy to be pursued in regard to Persia. It has been shown that although Damad Ibrahim was strongly in favour of maintaining peace with that country, his prudent counsels were eventually disregarded. What finally turned the scales in favour of war with Persia was the very strong feeling aroused in Turkey by the stories—which doubtless lost nothing in the telling—of the atrocities committed by the Shia fanatics on the Sunni inhabitants of the former country.

Nor was this all, for such had been the Safavid persecution of the Zoroastrians that when the Afghans entered Persia they were regarded by the members of this sect as liberators rather than as enemies. A great deal more than is always

suspected in the West lay behind these apparently purely dynastic quarrels.

In those days when the European Powers, with the exception of Russia, had to rely on diplomacy rather than on force to achieve their ends, the life of an Oriental dynasty was dependent upon its own resources: it could not be bolstered up, long after it had outlived its usefulness, to suit the convenience of statesmen sitting in London or Paris. In these circumstances one is tempted to wonder how often in Asia in the last hundred years it would have been better in the long run to have allowed a decaying dynasty to be replaced by one more vigorous, and how often this was prevented, with ultimately disastrous consequences, because it did not suit the policy of this or that European Power. This, however, is a digression prompted by Mr. Lockhart's work, and that it should be prompted is surely a tribute to the excellence of that work.

Yet through all the wars and revolutions, with their sickening atrocities, which the author so graphically describes, the English merchants in Persia carried on their business. There were the time-honoured complaints of the arbitrary behaviour of Government officials, and of the

unscrupulous conduct of Dutch and French rivals, but they seem to have done none too badly, all the same. On one occasion they even persuaded the Shah to visit their factory, and although the expenses cost the East India Company over £1200, "the Agent informed the Court that they were unavoidable, and might be attended with consequences, which would amply repay the Company, by placing their trade and privileges on a

more certain basis, than any on which they had, hitherto, rested."

Finally, this volume is a great tribute to the resilience of the Persian people. When Mr. Lockhart's narrative closes, their country was the battlefield of Afghan, Russian, and Turk, and yet within a few years the Persian Empire extended from the Indus to the Caucasus. This resilience has been demonstrated again in our own time under the present Shah and his father, while it is more than a little reassuring to be told that "given good leadership, proper training, and strict discipline, the Persian can and does make an excellent soldier." This book is, indeed, a corrective to much loose thinking, and will enable the reader to get the politics of the Middle East into their proper perspective.

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 400 of this issue.

THE AUTHOR OF THE BOOK REVIEWED ON THIS PAGE: MR. L. LOCKHART. Mr. Laurence Lockhart, who was educated at Charterhouse and Pembroke College, Cambridge, worked in the Foreign Office during World War I. He subsequently joined the Anglo-Persian Oil Company and served in London and Persia. During World War II he served in the R.A.F. Since 1953 he has been living in Cambridge and has been engaged on research work into Persian and Afghan history. He is the author of a number of books, including a biography of Nadir Shah.



THE WALLS OF THE TABARAK CITADEL AS THEY WERE IN 1927. THE CITADEL HAS SINCE BEEN DEMOLISHED.



THE RUINS OF THE PALACE BUILDINGS AT FARAHABAD, SHOWING (LEFT-CENTRE) THE HILL KNOWN AS THE ATASH-KADA.

Illustrations reproduced from the book "The Fall of the Safavi Dynasty and the Afghan Occupation of Persia," by courtesy of the publishers, Cambridge University Press.

* "The Fall of the Safavi Dynasty and The Afghan Occupation of Persia." By Laurence Lockhart. Illustrated. (Cambridge University Press; 70s.)



A GREAT ENGLISH COMPOSER DIES: DR. RALPH VAUGHAN WILLIAMS, O.M.

With the death of Dr. Ralph Vaughan Williams, O.M., which occurred on August 26, English music loses its leading figure. Since the death of Sibelius within the past year, he was regarded by many as the greatest of living composers. His compositions owed little to German and Italian musical influence, and for his large output of work he sought inspiration in native English musical traditions. He played a leading part in enhancing the high reputation abroad which English music had begun to acquire at the time of Elgar. It was not

until he was over thirty that he won recognition as an original composer, his "Toward the Unknown Region" of 1907 being one of his first works to be widely appreciated. He was educated at Charterhouse, studying music at the Royal College of Music and at Trinity College, Cambridge. He also studied under Max Bruch and Ravel. He was eighty-five at the time of his death at his home in London. The interment of his ashes in Westminster Abbey will probably take place later this month.

Portrait study by Karsh of Ottawa.



DURING HER RECORD ATLANTIC CROSSING: SCENES ON BOARD U.S.S. NAUTILUS.



IN THE WARDROOM OF NAUTILUS, WHICH IS ON THE UPPER DECK: MEMBERS OF THE CREW IN THEIR "BATTLE STATIONS" WORKING ON A SONAR PLOT.

(Above.)
DURING THE RECORD-BREAKING UNDERWATER ATLANTIC CROSSING FROM PORTLAND TO NEW YORK: THE WATCH CREW MAINTAINING COURSE AND DEPTH IN THE CONTROL ROOM OF U.S.S. NAUTILUS.

THESE photographs were taken on board the nuclear-powered United States submarine *Nautilus* when she was steaming under the Atlantic on her record-breaking underwater crossing of the Atlantic between Portland

[Continued below.]



(Right.)
IN THE TORPEDO ROOM ON THE UPPER DECK OF NAUTILUS: A TORPEDO BEING LOADED INTO A TUBE WHILE THE SUBMARINE WAS STEAMING IN THE ATLANTIC.



PREPARING A SUBSTANTIAL MEAL: A SEAMAN COOKING IN THE GALLEY OF NAUTILUS, WHERE A HIGH STANDARD OF FOOD IS MAINTAINED FOR OFFICERS AND MEN.

[Continued.]

Harbour, in Dorset, and New York. In our last issue (August 30, pages 332-333) we published Mr. G. H. Davis' sectional drawing of the interior of *Nautilus*, which gives a vivid impression of her spacious two-deck construction. The position of the compartments seen in these photographs can be ascertained from this drawing. *Nautilus'* record crossing of the Atlantic—in just under six and a half days—is further proof of this powerful



ON AUGUST 24, AS THE SUBMARINE WAS FAST APPROACHING NEW YORK: MEMBERS OF THE CREW STARTING A MEAL IN ONE OF THEIR MESSES, WHICH ARE ON THE LOWER DECK.

submarine's superb underwater performance. She covered a distance of 3150 miles at an average speed of more than 20 knots; and for only seventy-two miles of the crossing—near each port—was she surfaced. Although *Nautilus* sailed into a rain-swept New York on August 25 under an overcast and threatening sky, she was given a tremendous welcome, which her Captain described as "absolutely overwhelming."

WARM WELCOMES FOR TWO U.S. SUBMARINES:
NAUTILUS IN NEW YORK AND *SKATE* IN NORWAY.



A GREAT WELCOME HOME: U.S.S. *NAUTILUS* MOVING UP THE HUDSON RIVER, AS A FIREBOAT SPRAYS A WELCOMING ARCADE, ON HER ARRIVAL IN NEW YORK ON AUGUST 25.



A TICKER-TAPE PARADE UP LOWER BROADWAY FOR THE OFFICERS AND MEN OF *NAUTILUS*: PART OF THE NEW YORK WELCOME ON AUGUST 27.



DURING HIS VISIT ON BOARD U.S.S. *SKATE* AT OSLO ON AUGUST 26: KING OLAV OF NORWAY (LEFT) WITH COMMANDER J. F. CALVERT, CAPTAIN OF *SKATE*, IN THE SUBMARINE'S CONTROL ROOM.

U.S.S. *Nautilus* was given a hero's welcome when she arrived in New York on August 25. Having spent six days at Portland, Dorset, the nuclear-powered submarine set out on her homeward voyage on August 18. On her return trip she added to the glory of her historic transpolar voyage by setting up a new underwater record for the Atlantic crossing, of 6 days, 11 hours and 55 minutes. This cut a considerable time off the previous record set up by her sister-ship, *Skate*. On August 11, a week after *Nautilus*, *Skate* crossed under the North Pole while on an extensive under-ice survey of the Polar region. On August 23 *Skate* arrived at Bergen, Norway, her first port of call after her transpolar voyage, which has, understandably, caused far less excitement and interest than *Nautilus*' pioneering voyage. *Skate* was, however, given a great welcome at Bergen. She soon left for Oslo, where she arrived on August 25. On the following day she was visited by King Olav of Norway, accompanied by his Prime Minister, and the Defence Ministers of Norway, Denmark and Sweden. On August 22 the Danish Government had announced that *Skate* would not be permitted to visit Copenhagen because of theoretical risks.



THE SECOND SUBMARINE TO MAKE THE TRANSPOLAR VOYAGE, BUT RATHER LESS OF AN INTERNATIONAL HERO THAN *NAUTILUS*: U.S.S. *SKATE*, ARRIVING AT BERGEN, NORWAY, ON AUGUST 23.



IN AN ENGLISH GARDEN.



DURING early August this year, I spent a week or two in the Isle of Wight, and reluctantly came to the conclusion that as far as gardens are concerned—as

seen from the roads in motoring about the island—it is a land of lost opportunities. I did not visit any of the larger, more pretentious gardens. No doubt in some of these one would find some of the more uncommon and beautiful trees and shrubs which, in the genial climate of the island, may be grown with safety — treasures which, only a county or two to the north, would be utterly out of the question.

By far the commonest and most conspicuous shrubs were hydrangeas, and almost the only species grown appeared to be *H. hortensis*, in various forms or varieties, either pink or white, and I must confess that I found them terribly tedious. They seemed to be in every, or every other, front garden, larger or smaller bushes, plentifully bedecked with those somewhat lumpish blobs of white, or off-white, or pink, or off-pink. The individual blossoms consist of flat discs with little or no indication of any possibility of their being able to reproduce the race in a normal wholesome sort of way, by seed. Can it be that this sexless sterility somehow detracts from the charm of these easy-to-grow and floriferous bushes? It is, I think, largely that, together with their monotonous white or often feeble tones of pink. Only once did I see a specimen in a front garden with flowers of a really strong, telling and effective deep pink. And the sad thing—from the island's point of view, and the point of view of flower-loving visitors—is that all these pink or white hydrangeas might quite easily be lovely blues and blue-mauves. It is, I gather, merely a question of chemistry. There is some soil constituent which, if naturally there, leads to blue hydrangea flowers. Nobody seems to be quite certain what exactly the special chemical factor it is in the soil which leads to blueness. But, fortunately, it has been discovered that if the bushes are watered with a weak solution of alum, blue flowers will result.

Bean, in his "Trees and Shrubs Hardy in the British Isles," says: "A curious circumstance in connection with the flowering of *Hydrangea hortensis*, is the changing of the colour from pink to blue, and *vice versa*, although pink is, apparently, the normal colour. In some places the flowers are uniformly and regularly blue, in others they never become that colour, and plants that have for years borne blue flowers, will produce pink ones when they are removed to places where the flowers usually come pink. No satisfactory explanation has yet been offered for this peculiarity, although it appears almost certain that it is due to the presence in the soil of some ingredient of a ferruginous nature."

BLUE HYDRANGEAS.

By CLARENCE ELLIOTT, V.M.H.

Bean adds that alum, applied in weak solution to plants in pots, is said to induce blueness, and iron filings mixed with the soil will have the same effect. There is also a preparation called "Cyanol" which may be used for the same purpose.

Although practically all the hydrangeas that

I saw in the Isle of Wight recently had either white or pink flowers, there was one garden at Freshwater where there were several big, old bushes of hydrangea, some of which were as fine and clear a blue as one could wish for, whilst one or two

a severe course of drug-taking, alum, iron, and if these fail then other more potent potions. I may even be driven to the Borgia technique.

In a neighbour's garden immediately adjoining mine there are four or five pretty large bushes of *Hydrangea hortensis*, and all of them have pink flowers exactly like those which predominate in the Isle of Wight. A dreary outlook for my hope to have blue ones. And yet, perhaps not so dreary after all—perhaps I should say an interesting outlook, with scope for experiment if my plants, coming from exceptionally lovely blue-flowered parents, produce the so much less lovely pink ones. If that happens, then they will be in for a guinea-pig life under a course of chemical experiments. I am determined to have blue hydrangeas—or nothing.



THE COMMON HYDRANGEA SEEN IN SO MANY GARDENS: *H. HORTENSIS*, WHICH, IN ITS VARIOUS FORMS OR VARIETIES, EITHER PINK OR WHITE, MR. ELLIOTT CONFESSES TO FINDING "TERRIBLY TEDIOUS."

were a subtle and most attractive mauve or blue-violet-mauve, a tone most difficult to pin down and describe. The owner very kindly allowed me to take cuttings of his best and bluest bush, and these I hope to strike, and later try out, in my Cotswold garden. It will be interesting to see what coloured flowers my very limy soil will induce. If it should turn out to be some dreary pink, then my hydrangeas will be put through



A LESS COMMON HYDRANGEA: *H. INTEGERRIMA*, AN EVERGREEN CLIMBING SHRUB WHICH IS A NATIVE OF VARIOUS PARTS OF CHILE, WHERE MR. ELLIOTT HAS SEEN IT GROWING AS MUCH AS 50 FT. HIGH. IT WAS INTRODUCED TO CULTIVATION IN THIS COUNTRY IN 1925-27.

Photographs by J. E. Downward.

Many years ago I had the good fortune to visit Cecil Rhodes' estate, Groot Schur, in South Africa, at the time when the blue hydrangeas were at their bluest and best. My recollection is of a great sloping tract of ground lavishly planted with the blue beauties, and flowering as profusely as the common *Rhododendron penticum* flowers in districts which suit it. Does anyone in this country, living on the sort of soil which induces blue flowering in *Hydrangea hortensis*, grow the shrub, massed as it so easily might be grown, in quantity, and preferably on sloping or undulating ground?

Six or seven years ago I was given cuttings of a hydrangea under the name *H. aspera*,

and I now have two fine bushes in my garden, each about 6 ft. tall, and with an equal spread. They flower well, and are most attractive, with an inflorescence rather like the illustration of *Hydrangea sargentiana* in Bean's invaluable book—that is, a flattish umbel, with an irregular fringe of typical flat sterile flowers round the outer edge, and a mass of small, presumably fertile, flowers filling the centre. The outer flowers are pinkish, and the small central flowers give a massed effect of reddish violet.

Hydrangea sargentiana is an exceptionally handsome shrub, and the several species of this type certainly are far more interesting and distinctive than the showy, useful, but misused, or shall I say wrongly fed, *Hydrangea hortensis*. Surely a campaign should be started, a society founded for the promotion of bigger, better and bluer hydrangeas in Britain.

A SOLUTION TO EVERY GIFT PROBLEM.

THE gift of a subscription to *The Illustrated London News* is surely the ideal choice on the occasion of weddings and anniversaries of friends, relatives or business acquaintances at home or abroad. Fifty-two copies of *The Illustrated London News*, together with the magnificent Christmas Number, will be a continuing reminder of the donor and provide twelve months of interesting reading and the best pictorial presentation of the events and personalities of the day. For readers in the United Kingdom the simplest way is to place orders with any bookstall manager or newsagent; or a cheque or postal order may be sent to our Subscription Department. For readers outside the United Kingdom we suggest the simplest method is to buy an International Money Order (obtainable at post offices throughout the world) and send this with your requirements to our Subscription Department.

RATES OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS"

Published at 2/6 Weekly

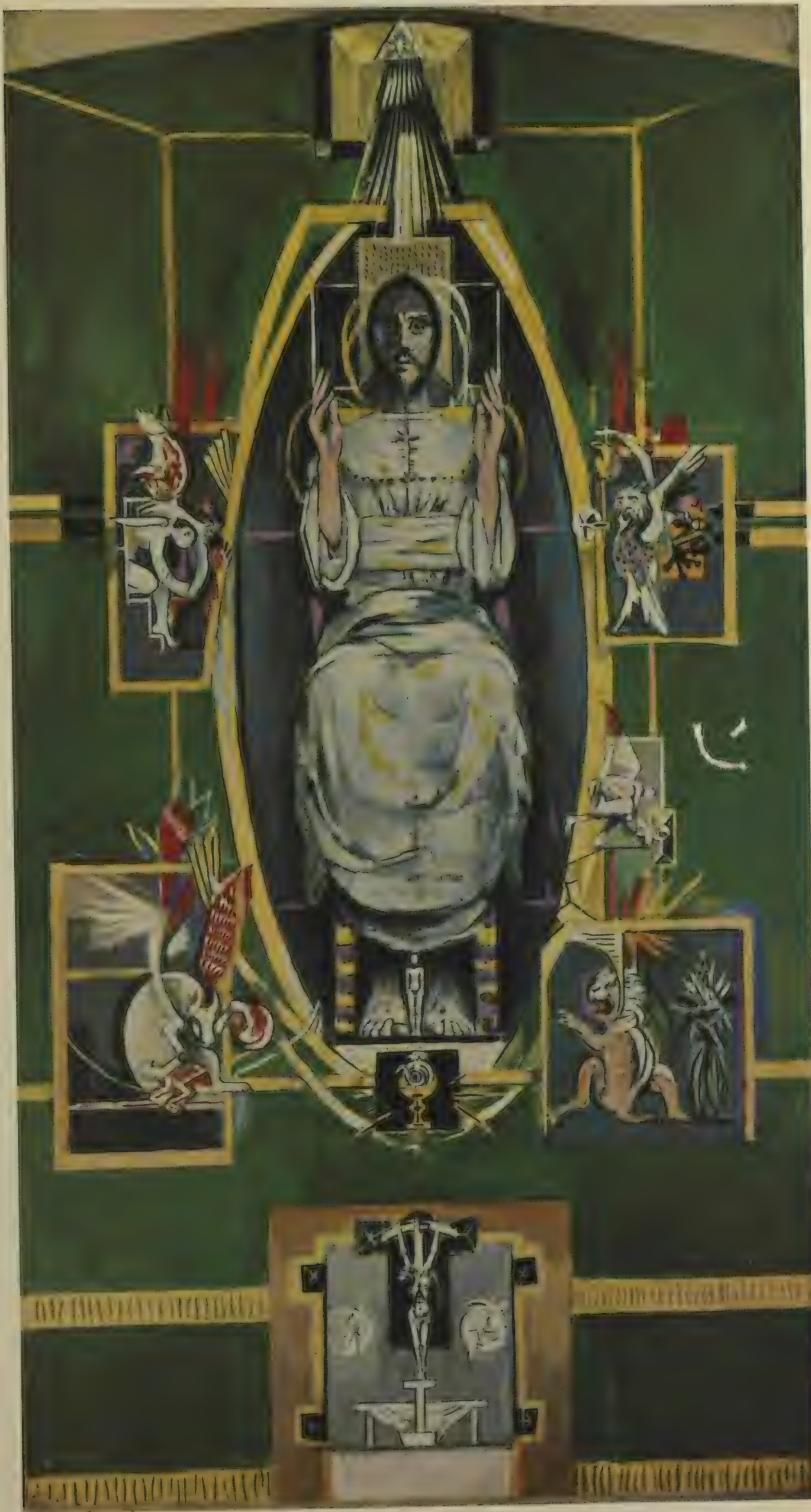
THESE TERMS ARE INCLUSIVE OF POSTAGE	12 months and Xmas No.			6 months and Xmas No.			6 months no extras.		
	£	s.	d.	£	s.	d.	£	s.	d.
Great Britain and Eire	7	12	0	3	18	6	3	14	0
Canada	7	0	6	3	12	6	3	8	0
	(or \$19.50)			(or \$10.50)			(or \$10.00)		
U.S.A.	\$22.50			\$11.50			\$11.00		
Elsewhere abroad	7	14	6	3	19	6	3	15	0

ORDERS TO: SUBSCRIPTION DEPARTMENT (LN), INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2.

THE DESIGN FOR THE
WORLD'S LARGEST
TAPESTRY:
"CHRIST IN GLORY,"
BY GRAHAM
SUTHERLAND,
NOW BEING WOVEN
FOR COVENTRY
CATHEDRAL.

THIS is the design by Mr. Graham Sutherland for the huge tapestry—the biggest in the world—which is to hang behind the High Altar of the new Coventry Cathedral and to take the place of reredos and east window. When completed it will be 74 ft. 8 ins. high by 38 ft. wide. The subject as well as the manner is Byzantine, and seems to derive in part from the great mosaics of the Eastern Church. It shows "Christ in Glory," with "man, proud man" between his feet; and below, in chilling grey and black, "Christ Crucified." Beside the central panel are smaller panels of those beasts mentioned in Revelations (4, vi-viii)—". . . and round about the throne were four beasts full of eyes before and behind. And the first beast was like a lion, and the second beast like a calf, and the third beast had a face as a man, and the fourth beast was like a flying eagle. And the four beasts had each of them six wings about him; and they were full of eyes within: and they rest not day and night, saying, Holy, holy, holy, Lord God Almighty, which was, and is, and is to come." The tapestry is to cost something in the region of £20,000, all of which is being provided by an anonymous donor, and is likely to take from two and a half to three years to complete. It is being woven at Aubusson by the firm of Pinton Frères by ten work-people and a "Chef" under the direction of Mme. Marie Cutolli. Mme. Cutolli is regarded as one of the greatest authorities in the world on this subject, if not the greatest. It was she who perhaps was chiefly responsible for the great modern revival of the French tapestry industry; and aroused in it the interest of such famous modern artists as Rouault, Braque, Cocteau, Derain, Dufy, Leger, Lurçat, Matisse, Miro and Picasso—many of whose designs in tapestry will perhaps be remembered in this country from the great French tapestry exhibition at the Victoria and Albert Museum, shortly after the war. The great Coventry tapestry is being woven on a 12-metre loom, which has been specially built for the purpose.

From a colour photograph by John Underwood.



IN THE REMOTE GALAPAGOS: SOME OF THE ISLANDS' STRANGE FAUNA.



NEAR ACADEMY BAY, SANTA CRUZ (INDEFATIGABLE) · A DRIED-UP LAGOON AND BEHIND IT AN OAK FOREST. VERY LITTLE RAIN FALLS NEAR THE SEA, WHERE THE VEGETATION IS SEMI-DESERT AND CONSISTS CHIEFLY OF CACTI AND THORN TREES.



PECULIAR TO THE ISLANDS: GALAPAGOS PIGEONS, WHICH WERE KILLED FOR FOOD BY EARLY SETTLERS, BUT ARE HAPPILY STILL ABUNDANT ALTHOUGH, IN COMMON WITH THE OTHER BIRDS, IN NEED OF PROTECTION.



A SPECIES FOUND ONLY IN THE GALAPAGOS ISLANDS: THE LITTLE HERON, WHICH FISHES IN TIDAL WATERS AND IN ROCK POOLS. THERE ARE SEVERAL OTHER SPECIES OF HERON FOUND ON THE ISLANDS AND PROTECTION FOR ALL IS BEING SOUGHT.



FOUND ON ALL THE ISLANDS, BUT A SPECIES PECULIAR TO THE GALAPAGOS: A MOCKING BIRD, WHICH WAS SO TAME THAT IT PERCHED ON THE CAMERA LENS. OTHERS HAVE BEEN KNOWN TO UNTIE VISITORS' SHOELACES IN A SPIRIT OF MISCHIEF.



ON THE WEST COAST OF ISABELLA (ALBEMARLE): A FLIGHTLESS CORMORANT WHICH HAS ONLY RUDIMENTARY WINGS. IT IS THE LARGEST OF ALL THE CORMORANT SPECIES.



RECORDING THE CALL OF AN ALBATROSS: DR. PER HØST, A MEMBER OF THE 1953 NORWEGIAN ARCHÆOLOGICAL EXPEDITION TO THE GALAPAGOS ISLANDS.

In this year of the Darwin centenary, the Galapagos Islands have been much in the news. This fascinating archipelago, consisting of twelve large and several hundred small islands, is situated in the Pacific, some 600 miles off the coast of Ecuador, to which country they belong. The observations which Darwin made when he visited the islands in the course of his voyage in the survey ship *Beagle* did more than anything else to convince him of the fact of evolution, and as early as 1837 he noted that these observations during his study of plants and animals on the Galapagos were "the origin of all my views." The name of the islands is derived from the Spanish *galápagos*, a tortoise, and refers to the giant forms for which the islands are famous. Although so interesting scientifically, the flora and fauna of the islands have

been menaced by the settlers as well as by visitors and by alien animals. Many species of animals, peculiar to the islands, are now on the verge of extinction or threatened with extinction. Laws passed by the Government of Ecuador have been difficult to enforce and the need for an international biological station on the Galapagos was urged at a meeting of the International Congress of Zoology in London in July. This station, in the establishment of which the Government of Ecuador is willing to co-operate, would serve as a memorial to Darwin's work. It would make possible the study of the plants and animals, not least the very rich marine fauna, and make more possible the enforcement of protective laws, first by the presence of scientists at the station and, secondly, by focusing international opinion on

[Continued opposite.]

ON THE ISLANDS THAT INFLUENCED DARWIN: THE GALAPAGOS.



IN THE HILLS ON SANTA CRUZ (INDEFATIGABLE): A NORWEGIAN SETTLER WHO ARRIVED ON THE ISLANDS AS A BOY. IN THE BACKGROUND ARE WILD DONKEYS WHOSE ANCESTORS WERE FIRST TAKEN TO THE ISLANDS BY BUCCANEERS.



THE ONLY GENUS OF LANDSNAKE FOUND ON THE ISLANDS AND PECULIAR TO THEM: A REPTILE WHICH IS NON-POISONOUS, 3 TO 4 FT. LONG, AND FEEDS ON A CERTAIN GRASSHOPPER AND ALSO ON SMALL LIZARDS.



NUMEROUS IN CERTAIN PLACES THROUGHOUT THE ARCHIPELAGO: A MARINE IGUANA WHICH FEEDS ON SEAWEEDS AND USES ITS CLAWED TOES TO SCRAMBLE ASHORE. IN COMBAT, IGUANAS CHARGE EACH OTHER WITH THEIR ARMoured PROWS.



SLOUGHING ITS SKIN: A LAND IGUANA, A HARMLESS LIZARD WHICH IS AMONG THE ENDANGERED REPTILES. IT IS STILL ABUNDANT IN A FEW PLACES BUT HAS DISAPPEARED FROM SOME OF THE ISLANDS.



NOW EXTREMELY NUMEROUS ON SEVERAL OF THE ISLANDS: A GOAT WHOSE ANCESTORS WERE BROUGHT TO THE GALAPAGOS BY AN AMERICAN, CAPTAIN PORTER, EARLY LAST CENTURY.

Continued. the need for enforcing the laws. On these pages we show some of the fascinating animals of the Galapagos in a series of colour photographs which were taken by the Norwegian zoologist and cameraman, Dr. Per Høst, during a 1953 expedition to the islands which was organised and led by the celebrated Norwegian explorer and author, Dr. Thor Heyerdahl (of *Kon-Tiki* fame), with the object of searching for traces of pre-European visits by South American Indians. This expedition succeeded in uncovering four different occupation sites left by pre-European Indians on three different islands in the group. One of the many extraordinary features of the Galapagos Islands is the fearlessness of the animals towards man, all being astonishingly tame and approachable. Another remarkable fact about the Galapagos fauna



A TURTLE CAUGHT AND PULLED ASHORE AT SANTA CRUZ (INDEFATIGABLE). THEIR FUTURE IS THREATENED BY THOSE WHO TAKE THEIR EGGS.

is the large proportion of forms peculiar to the islands. Among the strange creatures are the flightless cormorants found on Isabella (Albemarle), which have only rudimentary wings; the marine iguanas, the world's only marine lizards; and the land iguanas, now on the list of endangered reptiles, which were once abundant on Santiago (James), but no expedition has found a living specimen there since Darwin. These odd-looking animals are now confined to only a few of the islands. Birds have apparently not suffered so much from persecution by man as the reptiles, and the famous Darwin finches, which show such amazing variation, are still numerous. Of the endemic reptiles the giant tortoises have suffered most and they are already rare on most of the islands where they once used to be abundant, but only on Santa Fe (Barrington) and Floreana (Charles) are they reported as being extinct. Sea-lions are still numerous except in the vicinity of settlements where they are hunted ruthlessly. The introduced domestic animals are a constant threat to the fauna and flora. (Colour photographs by Dr. Per Høst.)

BRILLIANT NATIONAL COSTUMES OF NORTH PORTUGAL: SCENES FROM THE ROMARIA OF VIANA DO CASTELO.



AT THE ROMARIA OF VIANA DO CASTELO: A GIRL FROM PERRE ADMIRES THE GREEN DRESS OF A GIRL FROM GERAZ DO LIMA, A REGION FAMOUS FOR ITS "GREEN" WINE.

PORTUGAL is a great country for *festas* and *romarias* (pilgrimages); and generally the two are combined. Many are famous, but none is so famous or so popular as the three-day festival of Our Lady of the Agony, at Viana do Castelo, in the Minho, which falls every year in the middle of August. It is an outstanding occasion, for this district is noted for the richest and most colourful of women's costume in all Portugal. Every village has its distinguishing feature; and the costumes fall into two classes, working dress and gala dress. The latter is extremely rich and is worn with masses of gold trinkets and necklaces of gold coins. The festival includes a bull-fight, a fair, a great fireworks display on the river and a costume parade of some 1500 girls, led by the *mordomas* carrying candles, and the procession of pilgrims to the Chapel of Our Lady of the Agony.



A BRIDE AND BRIDEGROOM IN THE TYPICAL COSTUME OF THE MINHO. THE BRIDE AND THE MORDOMA ALWAYS WEAR BLACK EMBROIDERED WITH SEQUINS.



THE GREAT PARADE OF THE FESTA, WITH TWO MORDOMAS—SPECIALLY CHOSEN GIRLS IN THE RELIGIOUS PROCESSION—IN SEQUIN-EMBROIDERED BLACK DRESSES, WEARING GOLD NECKLACES OF GREAT VALUE AND CARRYING DECORATED VOTIVE CANDLES WHILE LEADING SOME 1500 GIRLS.



THESE ARE TWO GIRLS FROM THE VILLAGE OF PERRE, WHO ALWAYS WEAR A BLACK BORDERED SKIRT AND A RED APRON IN WHICH LARGE YELLOW FLOWERS PREDOMINATE.



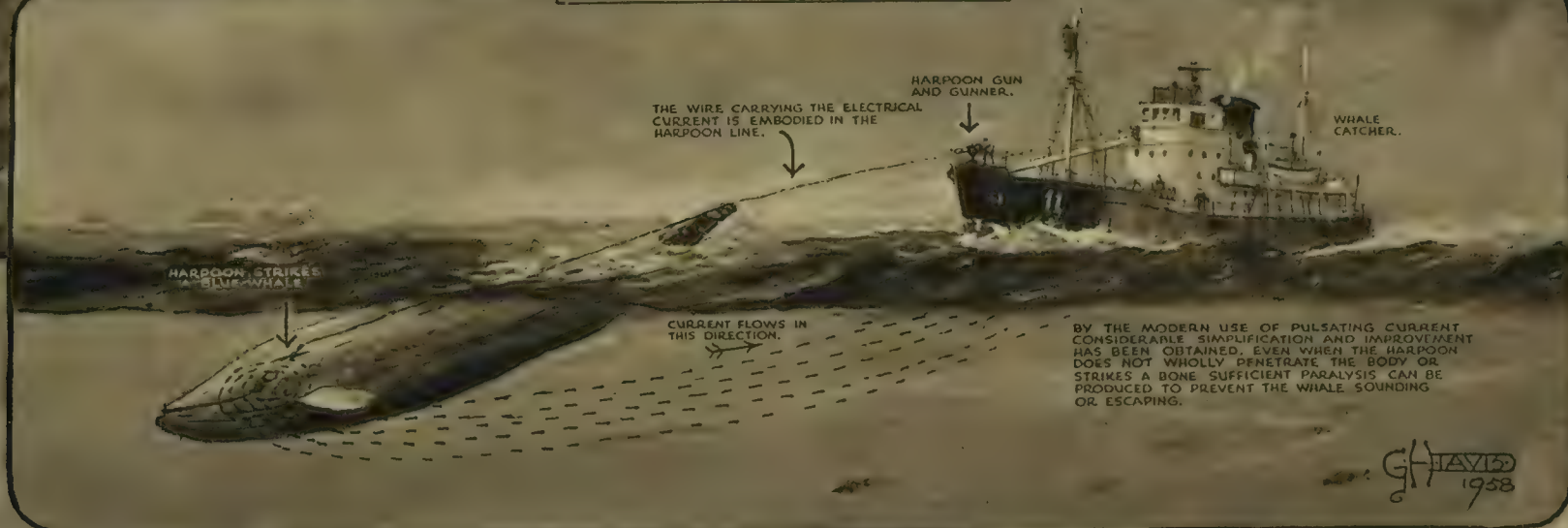
THE BEAUTIFUL STOCKINGS OF THE WOMEN OF THE MINHO. ON THE RIGHT THOSE OF A MORDOMA, ON THE LEFT THE PIUCA, WHICH PROTECTS THE ANKLE FROM DAMP GRASS.



ELECTRICAL TRAWL FISHING USING PULSATING CURRENT.



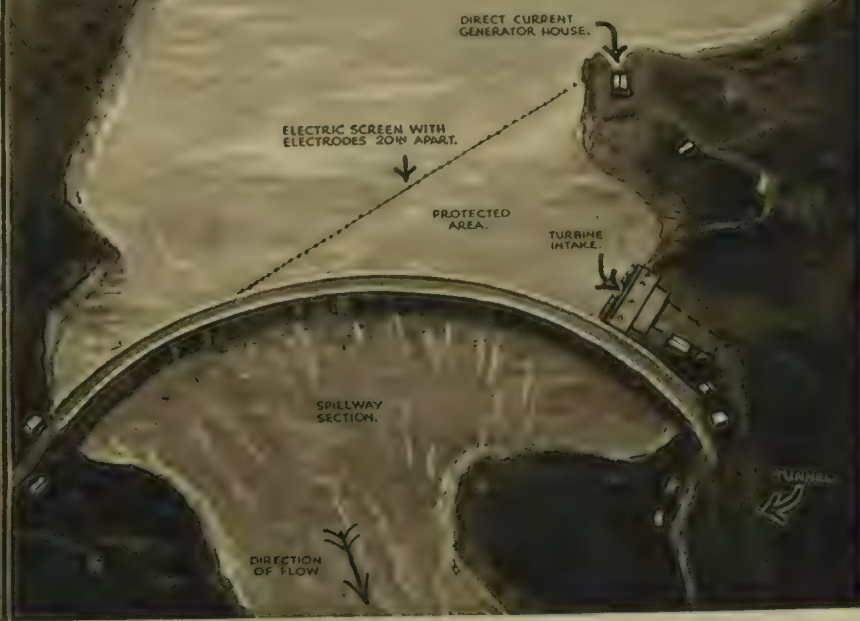
ELECTRIC CURRENT USED IN WHALING.



FRENCH FISHERMEN ARE NOW USING AN ELECTRODE IN THE NET FOR PARALYSING SARDINES CAUGHT IN THE SEINE NET. THIS PREVENTS THE FISH FROM STRUGGLING AND LOSING THEIR SCALES WHICH LESSENS THE VALUE OF THE FISH FOR CANNING.



IN CANADA, ELECTRIC FISH SCREENS HAVE BEEN DEVELOPED TO DISTRACT ASCENDING YOUNG SALMON FROM HYDRO-ELECTRIC PLANTS.



ELECTRICAL FISHING: A TECHNIQUE BEING DEVELOPED TO AID THE FISHING INDUSTRY.

Electrical fishing, a technique still in the initial stage, is of considerable importance to the world's fisheries. Electrical currents can be used to attract, paralyse or kill, to form a barrier confining fish to given areas, and to drive them in a required direction. Although the effect of the electrical current is limited to a relatively small area, the technique can be used for such purposes as removing all fish and other animal life from limited areas of water, useless and predatory fish can be removed, and migrating fish can be "herded," enabling fish culture to be carried on in selected areas. Electrical barriers can be used to prevent valuable commercial fish, such as salmon, from entering turbines and pumps, where they would be damaged or killed, and for driving fish from one place to another or into traps. In

sea fishing, an electrode placed in front of a midwater trawl attracts fish to the mouth of the net and paralyzes them so that they cannot escape. Fish sheltering on an otherwise unfishable, uneven sea-bed are also attracted to the electrode. The flesh of fish which are paralysed or killed electrically is said to be of improved quality. Some of the larger French boats engaged in sardine fishing are now using electrical gear to kill or paralyse the catch. This helps to prevent the fish losing their scales and so becoming less valuable for canning. Electric current has long been used in taking and killing whales, and can also be used in tuna fishing. A handbook on electrical fishing, by Dr. P. F. Meyer-Waarden, was published recently by the United Nations Food and Agriculture Organisation.

Drawn by our Special Artist, G. H. Davis, S.M.A.

FURTHER EXCAVATIONS AT THE TEMPLE OF INANNA— GODDESS OF LOVE AND WAR: RESULTS OF THE SIXTH SEASON AT NIPPUR, ANCIENT HOLY CITY OF SUMERIA.

By RICHARD C. HAINES, Field Architect of the Oriental Institute, University of Chicago, and Field Director of the Joint Expedition to Nippur.

THE archaeological expedition sponsored by the Baghdad School of the American Schools of Oriental Research and the Oriental Institute of the University of Chicago returned to Iraq last October for the sixth alternate winter to continue the excavation of Nippur, the holy city of the Sumerians. Nippur, a large city covering about 180 acres, was situated on an ancient branch of the Euphrates some 45 miles south-east of Babylon, or about 100 miles south-south-east of the modern city of Baghdad.

The excavation of a series of temples to Inanna, the Sumerian goddess of love and war, was started during the season of 1955-56 (see *The Illustrated London News*, August 18, 1956). It was continued this past winter until the series, from the uppermost temple (probably Parthian but originally considered Seleucian) to one built at the end of the Early Dynastic period, was completely uncovered. At the same time some exploratory digging was done around the Ekur, the courtyard

found mostly in the cella and the neighbouring rooms (Figs. 2, 3, 8 and 9).

The Early Dynastic temple is about 275 ft. long and 80 ft. wide at its south-eastern end. More than half of the rooms are used in getting from the entrance doorway to the sanctuaries, and one cannot help imagining the processional possibilities that the floor plan creates. The various unit areas that seem to have been added to the core of the building undoubtedly are the result of continued rebuilding and gradual expanding on a temple site which probably goes back to the very beginnings of Nippur.

At least two other temples were constructed above the Early Dynastic one before King Shulgi (c. 2000 B.C.) cleared the area and built his temple to the goddess during the Third Dynasty of Ur. During the winter of 1955-56 about a third of the Ur III temple was excavated, and this season another third of the plan was recovered, but the most important third, that containing the sanctuary, was destroyed by the Parthians when they excavated for their platform. The temple was built on a grand scale (190 ft. by 330 ft.), and it covers many private houses as well as the Early Dynastic temple. The exterior walls are decorated with buttresses and recesses, and the entrances are flanked by large towers decorated with doubly-recessed vertical grooves.

There are two entrances, in the north-western and south-western walls, and there are indirect accesses from them to a large courtyard surrounded by subsidiary rooms. Through a towered gateway, similar to those on the exterior, the circulation leads south-eastward through several rooms to a second and larger courtyard. The rooms on either side have unusually wide (8 ft.) openings into the courtyard, which give them a more public character than the many service-like rooms throughout the building. Another towered gateway in the south-eastern wall must have led to the cella (or cellae), but here, in the holiest part of the temple, the Parthian diggers destroyed even the wall foundations and there is no indication left of the layout of the rooms (Fig. 7). The destruction is due not only to the deeper penetration of the Parthians, but also to the gradual rising of the floors of the temple itself. The floors are preserved in only a few places, and only a few objects were found *in situ* (Figs. 10-12). However, the foundation boxes under the towers of the second courtyard were undisturbed and added two more Shulgi foundation figurines to the five that were found in 1955-56 (Fig. 19).

The Ur III temple was rebuilt twice—the second time by the Kassites (c. 1600-1100 B.C.), so that it might be assumed that the first rebuilding was done by the Old Babylonians (c. 2000-1600 B.C.), although there is no architectural evidence to support this theory. In Assyrian times (c. 1100-600 B.C.) a new temple to Inanna was built, with a different floor plan, but apparently covering the same area.

Little is known about the Inanna temple after the Third Dynasty of Ur because the Parthians built their temple upon a platform of fill and debris faced with a sun-dried brick retaining wall which cut deeply into the earlier levels. The fill used in the north-western part of the platform contained, among other artifacts, cuneiform tablets which are concerned with the temple of Ninurta, while the fill in the central and southern parts of the platform contained objects and tablets indicating that the fill came from the Inanna temple itself. This might be explained by assuming that the gutting of the Assyrian and Ur III temples began at the south-eastern end of the building and, as the Parthian retaining wall was built, that the debris of the Inanna temple was used as back fill, but that additional fill was needed at the north-western end of the platform and was brought in from outside. The majority

of objects and cuneiform tablets found this year came from the central and south-eastern parts of the platform fill. Except for some Esarhaddon cylinder fragments, most of the datable objects are of the Third Dynasty of Ur or earlier (Figs. 13-16, and 20).

This construction, which destroyed so much of the earlier levels, was originally called "Seleucian." The identification was based on the "eggshell" pottery which came from one of

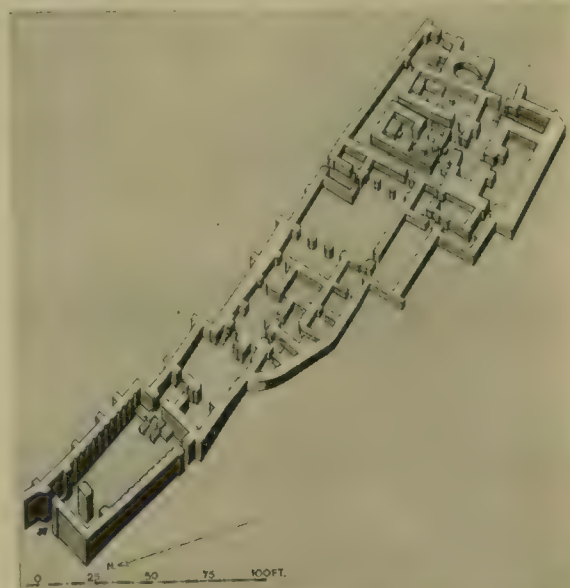


FIG. 1. COMPLETELY UNCOVERED DURING THE LATEST SEASON AT NIPPUR: THE EARLY DYNASTIC TEMPLE TO THE GODDESS INANNA—SEEN HERE IN A RESTORED PLAN IN WHICH THE VERTICAL LINES SHOW THE COMPARATIVE DISTANCE OF THE FLOORS BELOW AN ARBITRARY HORIZONTAL PLANE THROUGH THE BUILDING.

the lower floors and on a Seleucian-type cuneiform tablet found near the edge of the mound. But, now that the bronze coins found in the building have been cleaned and dated from the second century B.C. to the second century A.D., we have indications that the building was used by the Parthians, if not actually built by them. Certainly, the two rebuildings of this temple were done during Parthian times.

The Parthian temple (c. 205 ft. by c. 315 ft.) contained eight successive floors in 13 ft. of accumulated debris. The debris was not rich in artifacts, but a few interesting objects (Figs. 18, 22-25) and a fair sampling of pottery were found. The buttresses and recesses on the exterior of the original building were decorated with narrow, vertical doubly-recessed niches. In the first



FIG. 2. ALL THAT REMAINS OF AN OFFERING TO THE GODDESS INANNA: THE BASE AND FEET OF A STONE STATUE, FOUND AGAINST THE SOUTH-WESTERN WALL OF THE SECOND SANCTUARY OF THE EARLY DYNASTIC TEMPLE. (Base: 3½ by 4½ ins.)

which contains the ziggurat and the temple to Enlil, the main god of the Sumerian pantheon and a native of Nippur.

The small part of the Early Dynastic temple to Inanna (c. 2800 B.C.) that was excavated in 1955-56 gave no idea of the complete and complex plan of the building (Fig. 1). Beyond the entrance porch and a forecourt with steps rising to a vestibule and a second courtyard, there is a series of rooms leading to a columned porch which opens on to a third courtyard. The columns, unusual in Early Dynastic architecture, are made of segmental sun-dried bricks coated with a thick layer of mud plaster (Fig. 5). From a second columned porch on the south-eastern side of the courtyard, a doorway opens into a corridor which entirely surrounds the main sanctuary. From the south-western corridor a doorway only 18 ins. wide leads into an antecella with benches on three sides and a circular offering table just off the centre of the room. An opening 4 ft. 9 ins. wide, on axis with the entrance doorway, opens into the cella, which is no more than 11 ft. square and contains only a rather large altar centred on the wall opposite the entrance. The surrounding corridor and the direct-axis approach from it to the altar create a parti that has been, until now, unknown in Early Dynastic architecture. There is a second sanctuary opening off the south-eastern corridor. The entrance is near one end of a long wall, and the altar is placed against the farther end wall, so that a right-angled turn must be made after entering the room to face the altar—a typical cella of this period. The room also contains a circular offering table and benches which are grouped around the altar at the end of the room (Fig. 4). Beyond the sanctuaries there are two additional rooms, one containing a tank constructed of baked bricks covered with bitumen and the other a large oval oven which had to be attended from an adjoining courtyard. From the third courtyard there is a second approach to the sanctuaries through a series of rooms on the south-western side of the building. At one time the first-mentioned access was blocked off and this second approach was the only way into the sanctuaries; later it was blocked and the direct approach reopened. Good housekeeping and the many recoatings of the mud-plastered floors kept the *in situ* objects to a minimum. They were



FIG. 3. PRESENTED TO THE GODDESS INANNA BY THE WIFE OF ONE OF THE TEMPLE OFFICIALS: AN INSCRIBED ALABASTER BOWL FOUND ON THE CORRIDOR FLOOR NEAR THE ENTRANCE TO THE MAIN SANCTUARY. (Rim diameter: 7½ ins.)

rebuilding the niches were replaced by panels of semicircular vertical shafts (Fig. 6), but the wall faces of the second rebuilding are so poorly preserved that their decoration is not recognisable. Although there is nothing which indicates to whom the Parthian temple was dedicated, the fact that it was the last of a continuing series suggests that the veneration of Inanna might also have continued, even though she was known by a different name. The plan of the Parthian temple, although not entirely preserved, is reconstructible. The main entrance, flanked by towers, is on the north-eastern side and opens into a vestibule and small courtyard with access to larger courtyards in the northern and eastern corners of the building. A projection [Continued opposite.

EARLY DYNASTY, UR III AND PARTHIAN: 3000 YEARS OF THE INANNA TEMPLE.



FIG. 4. LOOKING TOWARDS THE ENTRANCE FROM THE SOUTH-EAST: A VIEW OF THE EARLY DYNASTIC TEMPLE TO THE GODDESS INANNA, WITH THE SECOND SANCTUARY IN THE FOREGROUND AND THE MAIN SANCTUARY IN THE MIDDLE DISTANCE.

Continued.
in the face of the north-western retaining wall is similar in dimensions to that under the towers of the main gateway and suggests a second entrance opening into another courtyard in the western corner of the building. From the southern courtyard, a doorway leads into the first of two identical sanctuaries placed side by side in the south-western part of the building. Each sanctuary consists of courtyard, antecella, and cella, but the north-western cella shows signs of more concentrated occupation. At the lowest floor level there are two rectangular podia with a small offering table in front of them; the other cella contains no podia at all. In the southern corner of the building there is another suite consisting of a courtyard and rooms, which seems to be another but somewhat smaller sanctuary. The courtyard and the series of long, narrow rooms just inside the exterior walls suggest a consciousness of the earlier temples built to Inanna, but the placing of the sanctuaries

[Continued below.]



FIG. 6. DECORATING THE NORTH-EASTERN WALL OF THE FIRST REBUILDING OF THE PARTHIAN TEMPLE: PANELS OF SEMI-CIRCULAR VERTICAL SHAFTS.

Continued.
and the circulation within the building indicate a possibly needed or desired change from the traditional temple plan. The exploratory digging around the Ekur courtyard, containing the ziggurat and temple to Enlil, indicates that the entrance gateway on the south-eastern side is the main one. There is only a 25-ft.-thick exterior wall, unbroken by any openings, on the north-eastern side, but there is a single range of rooms between the courtyard and the north-western exterior wall. The location of these two exterior walls defines the northern corner of the complex, where, almost 25 ft. below the present surface, we discovered a foundation deposit commemorating the building of the Ekur by Urnammu (c. 2100 B.C.), the first king of the Third Dynasty of Ur. The deposit, with its solid bronze figurine (Fig. 17), is similar to those found under

[Continued overleaf.]



FIG. 5. AN UNUSUAL FEATURE OF THE EARLY DYNASTIC TEMPLE: THE TWO COLUMNS (3 FT. 8 INS. IN DIAMETER) ON THE NORTH-WESTERN SIDE OF THE THIRD COURTYARD.



FIG. 7. PART OF THE UR III (c. 2000 B.C.) TEMPLE: THE TOWERS FLANKING THE DOORWAY IN THE SOUTH-EASTERN WALL OF THE SECOND COURTYARD. PART OF THE CAPPING BRICK OF A FOUNDATION-BOX CAN BE SEEN—CENTRE LEFT.

THE SIXTH SEASON AT NIPPUR: OBJECTS FOUND IN THE INANNA TEMPLE.



FIG. 8. FOUND JUST SOUTH OF THE SECOND SANCTUARY OF THE EARLY DYNASTIC TEMPLE: AN ALABASTER STATUE OF ADDORSED BOVIDS, ONE WITH A HUMAN FEMALE HEAD. (Length, 10½ ins.)



FIG. 9. A STONE STAMP SEAL, PROBABLY OF THE JAMDAT NASR PERIOD (c. 3200 B.C.), BUT FOUND IN THE SECOND SANCTUARY OF THE EARLY DYNASTIC TEMPLE. (Length, 1½ ins.)



FIG. 10. FOUND IN A REFUSE PIT OF THE UR III TEMPLE: A TERRACOTTA MALE FIGURINE. (Height, 5½ ins.)



FIG. 11. OF THE EARLY DYNASTIC PERIOD BUT FOUND IN A REFUSE PIT OF THE UR III TEMPLE: A VIGOROUS ALABASTER HEAD OF A MALE STATUETTE. (Height, 3½ ins.)



FIG. 14. INCISED WITH INANNA, CARRYING WEAPONS AND WITH GRAIN SPROUTING FROM HER CROWN: A FRAGMENT OF AN EARLY DYNASTIC GYPSUM PLAQUE FOUND IN THE FILL OF THE PARTHIAN TEMPLE. (Height, 1½ ins.)



FIG. 12. ANOTHER FIND IN A REFUSE PIT OF THE UR III TEMPLE: A TERRACOTTA MALE FIGURINE. (Height, 4½ ins.)



FIG. 13. INCISED WITH A DANCING FIGURE: A BONE INLAY PIECE OF THE EARLY DYNASTIC PERIOD, BUT FOUND IN THE PLATFORM FILL OF THE PARTHIAN TEMPLE. (Height, 1½ ins.)



FIG. 15. ALSO FOUND IN THE PLATFORM FILL OF THE PARTHIAN TEMPLE: AN EARLY DYNASTIC SHELL INLAY PIECE, INCISED WITH FOUR ONAGERS HARNESSSED TO A CHARIOT. (Length, 1½ ins.)



FIG. 16. A BEAUTIFUL FIND OF THE EARLY DYNASTIC PERIOD, DISCOVERED IN THE PARTHIAN TEMPLE PLATFORM FILL: A SHELL INLAY PIECE, INCISED WITH A LION ATTACKING A HUMAN-HEADED BULL. (Height, 2½ ins.)

Continued.]

the gate towers in 1955-56, except that, for the first time, date pits are recognisable as part of the offering. In an excavation south-west of the ziggurat, the western corner and the south-western wall of the Ekur courtyard were located, and the limits of the courtyard are now finally established. There are two ranges of rooms on the south-western side of the courtyard, and, from the street along the ziggurat, a doorway leads into a brick-paved court with two rectangular shrines on its south-eastern side. In the south-western shrine, a group of seven bronze dogs was found on a floor immediately below the Parthian foundations (Fig. 21). They seem to be Assyrian, although

they are so heavily oxidised that they must be cleaned before they can be identified. The shrines are balanced on the north-western side of the court by two other rooms of which almost nothing now remains, for the entire western corner of the Ekur complex was destroyed by the Parthian foundations, which go deeper here than the bottom of the Ur III foundations. The south-eastern half of this complex of rooms and, indeed, the south-western part of the ziggurat courtyard, remain unexcavated, so that the question of another gateway into the courtyard, and of the possibility of other shrines in this area, is still unsolved and awaits further excavation.

A FOUNDATION DEPOSIT, A LADLE, AND FIGURINES.

FURTHER FINDS OF THE RECENT SEASON AT NIPPUR.



FIG. 17. THE URNAMMU (c. 2100 B.C.) FOUNDATION DEPOSIT BELOW THE NORTHERN CORNER OF THE EKUR: A BRONZE FIGURINE, AN INSCRIBED MODEL OF A PLANO-CONVEX BRICK, FRIT AND GOLD BEADS, STONE CHIPS, AND DATE PITS.



FIG. 18. FOUND IN THE PARTHIAN TEMPLE: A BRONZE LADLE WITH A HANDLE TERMINATING IN A GAZELLE'S HEAD. (Length, 10½ ins.)



FIG. 19. TWO BRONZE FIGURINES FOUND IN THE FOUNDATION BOXES UNDER THE TOWERS FLANKING THE DOORWAY IN THE SOUTH-EASTERN WALL OF THE SECOND COURTYARD OF THE UR III TEMPLE. (Heights, 12½ and 11½ ins.)



FIG. 20. POSSIBLY OF THE FIRST HALF OF THE SECOND CENTURY B.C.: AN IVORY FIGURINE OF A NUDE GODDESS FOUND IN THE PLATFORM FILL OF THE PARTHIAN TEMPLE. (Height, 4½ ins.)



FIG. 21. A DELICATE TASK: A MAN CAREFULLY UNCOVERING THE SEVEN BRONZE DOGS FOUND IN A SHRINE SOUTH-EAST OF THE EKUR COURTYARD.



FIG. 22. FOUND OUTSIDE THE NORTH-EASTERN WALL OF THE PARTHIAN TEMPLE: A BONE FIGURINE OF A NUDE GODDESS. (Height, 5½ ins.)



FIG. 23. A TERRACOTTA FIGURINE OF A MAN ON HORSE-BACK FOUND IN THE PARTHIAN TEMPLE. (Height, 6½ ins.)



FIG. 24. A FRAGMENT OF A TERRACOTTA FEMALE FIGURINE FOUND IN THE PARTHIAN TEMPLE AT NIPPUR. (Height, 1½ ins.)



FIG. 25. A TERRACOTTA RATTLE IN THE FORM OF A FEMALE BUST—A PARTHIAN TEMPLE FIND. (Height, 4 ins.)

A PAGE FOR COLLECTORS.

By FRANK DAVIS.

THE LOUVRE'S COUNTRY COTTAGE—A REVIEW.



THE Jeu de Paume—which on the side of the Rue de Rivoli balances the Orangerie in the Tuileries Gardens—has been closed for a long time for reconstruction. It is now reopened and refurbished and houses the Louvre Collection of Impressionists. The occasion is naturally a matter of considerable rejoicing, and not only in France, because for the first time since their acquisition, these famous nineteenth-century masterpieces are now displayed as they surely deserve. It has always been a mystery to me that anyone who enjoys Corot could fail to enjoy Monet, that a lover of the French eighteenth century could fail to see how Renoir carried on the torch, that—but why go on in this strain? The facts are that official France at the time not merely ignored but hated and despised the very men whom to-day it honours, and honoured those of that generation whom we have all long since forgotten. The reason for this extraordinary lack of comprehension remains unexplained—and, indeed, the more one reads about the lives of these men the more inexplicable it becomes.

And how very narrow the market was! Scarcely any dealer; the hidebound salon regarded by the hidebound public as having the final word; and these poverty-stricken men of enormous talent and courage, reduced to peddling their superb paintings more or less from door to door in competition with one another; as witness the well-authenticated story of Monet calling at the house of a possible patron, to be told by the butler: "You haven't a hope. Monsieur Sisley has just called." Between 1877 and 1880 Monet was offering his paintings at 50 or 40 francs each, and Pissarro for as low as 20 francs. It is a dreadful story, sympathetically and ingeniously told in the book under review* (very well translated from the French), which, as the author is Germain Bazin, Conservateur-en-Chef du Musée du Louvre, has all the authority of an official publication.

It has other virtues besides—a sinewy, unsentimental style and a refusal to be cluttered up by art jargon. The design of the book is simple enough: a few chapters on the history of the Impressionist movement, its struggle and eventual triumph; then 101 colour plates, each preceded by a lengthy and informative note; and, finally, about 260 small-scale illustrations to complete the record. One has, in short, the essentials of an illustrated catalogue, plus the guidance of a fine judge and a man of the world who makes good use of irony. And, indeed, who can blame him, for he only has to quote demurely from the minutes of official meetings attended by the big-wigs of the day to make his points without further comment. But he also has wise words to say about curators of museums. Thus:

Placed in the foreground by events the curators of museums are too often judged by the public as being responsible for situations over which, in fact, they have not sole control. An official, generally speaking, is only responsible to public opinion for his mistakes. The credit for his successes always goes to someone higher up the ladder. One recalls Marshal Joffre's remark after the victory of the Marne, "I don't know who has won this battle. But I know who would have been blamed if it had been lost."

* "Impressionist Paintings in the Louvre," by Germain Bazin, Conservateur-en-Chef du Musée du Louvre. With 101 photogravure colour plates and 260 monochrome reproductions. (Thames and Hudson; 28s.)

M. Bazin goes on to describe how in 1896 the Caillebotte Collection was, in part, refused by the nation—38 accepted and 29 rejected. Of these 11 Pissarros out of 17 were refused, and 8 out of 16 Monets, but all 7 Degas were accepted, which shows that the revolutionary taint which touched all the others was now considered to have spared at least one great man. Even so, there was a first-class row. The newspapers were more abusive than ever, the Academy of Fine Arts sent the Minister a protest ("The presence of the

Caillebotte collection is an offence to the dignity of our school"), and a Senator questioned the Government on the admission of "the unspeakable Caillebotte into the sanctuary reserved for real artists, whose names posterity will acclaim." As for Manet's "Olympia" (not in the Caillebotte Bequest), it was described as vile and mean, for all its classic ancestry: Titian's "The Venus of Urbino," which was no improvement upon the abuse showered upon it when it was shown at the Salon of 1865. "Crowds surrounded the decaying flesh of Monsieur Manet's 'Olympia.' When art reaches so low a level it is not worth condemning." Yet even these painters themselves could be obtuse, for the traditionalist Manet is on record as saying of Monet in 1866, "Just look at that young fellow trying to paint out of doors; as if the old masters had ever done such a thing."

The author has arranged his book in such a way that a chapter on the ultimate triumph of the movement by the close of the century is preceded by one in which the extreme poverty of some of them is illustrated, mainly by the case of Claude Monet, whose early worries over money happen to be so well documented, particularly in his correspondence with the painter Bazille. It is literally heart-rending to realise how desperate his situation was—and for so long a time—and how nearly he sank into complete despair. While the French themselves were still quarrelling, both the United States and Germany were becoming solid buyers, and—I think I am right here, though M. Bazin does not refer to it—to some extent, the shipping people of Glasgow, thanks to the enterprise of Alexander Reid, who was himself painted by Van

Gogh. We ourselves do not come out of the story with any great credit, as everyone knows. And how touchy we all were! I suppose "Absinthe," by Degas—two figures seated at a café table, beautifully drawn and composed—is recognised everywhere as being as fine a Degas as exists. It was bequeathed to the Louvre in 1908 by Count Camondo. It once belonged to Mr. Arthur Kay in Glasgow, and it was presumably he who sent it to an exhibition in London in 1893. There it provoked such a scandal that its owner took fright and got rid of it.

The book, both in its narrative section and in its notes, abounds in lapidary phrases which add much to our pleasure. "Painters to-day do not take the risk that history will forget them. . . . Their story begins to be given to the public on the occasion of their first show." "Impressionism was born from the meeting of two men with names so alike that at first they were often taken for one another. Monet and Manet. . . . Manet was blind to the world, Monet had eyes for nothing else."

Two things seem to me to bring a particular warmth to the writing: the author's very proper pride in the completion of the Jeu de Paume (I note George Salles calls it "The Louvre's Country Cottage") and his gratitude to the dozens of donors, great and small, who, with apostolic fervour and against the climate of opinion of the time, insisted upon presenting the Louvre with their treasures. The story is almost wholly one of private benefactions, for the state has bought not more than about 10 per cent. It is interesting to note that M. Bazin refers to prices for Impressionist pictures realised since the last war as "ridiculous." As he is in charge of the world's finest collection he has no reason to worry—he can comfortably leave that to other institutions. Meanwhile, we are in his debt for so much wise enlightenment.



"THE EDGE OF THE VILLAGE," BY CAMILLE PISSARRO (1830-1903): A SUPERB PAINTING OF 1872, WHICH IS HUNG IN THE JEU DE PAUME AS THE CENTRE PART OF A TRIPTYCH. ACCOMPANIED BY A MONET AND A SISLEY OF THE SAME SIZE AND PERIOD. (Oil on canvas: 18 by 21½ ins.)



"ABSINTHE," BY EDGAR DEGAS (1834-1917): A MASTERPIECE WHICH WAS ONCE IN A GLASGOW COLLECTION AND WHICH WAS BEQUEATHED TO THE LOUVRE IN 1908. (Oil on canvas: 36½ by 26½ ins.)

These two paintings are reproduced in "Impressionist Paintings in the Louvre," by Germain Bazin (Thames and Hudson), which Frank Davis reviews here. They are both hung in the recently reopened Jeu de Paume, in Paris, which has been superbly restored and reorganised to house the Louvre's great collection of Impressionist masterpieces. Many of the paintings have been restored, cleaned and re-framed, and they have been extremely well hung under ideal conditions.

CEZANNE, VAN GOGH, MANET AND RENOIR: SEVEN WORKS FROM THE GOLDSCHMIDT COLLECTION AT SOTHEBY'S.



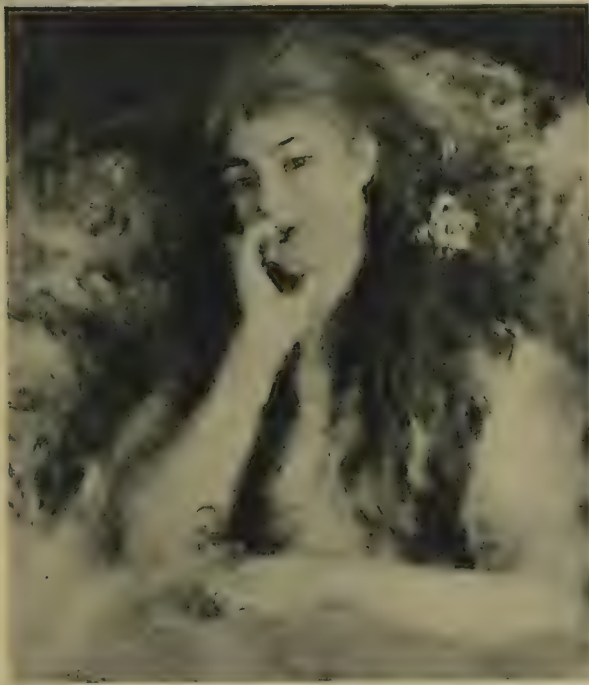
(Left.)
"LA RUE MOSNIER
AUX DRAPEAUX; 'LA
RUE DE HERNE.'" BY
EDOUARD MANET.
SIGNED AND DATED
1878, THIS WAS
PAINTED ON JUNE 30,
A DAY OF NATIONAL
HOLIDAY TO CELE-
BRATE THE SUCCESS
OF THE EXPOSITION
UNIVERSELLE. (Oil on
canvas: 24½ by 31½ ins.)



(Right.)
"GARÇON AU GILET
ROUGE," BY PAUL
CEZANNE. PAINTED IN
1890-95, THIS IS ONE
OF THREE PAINTINGS
OF THIS BOY—THE
OTHERS BEING IN THE
BUHRLE COLLECTION
AND THE BARNES
FOUNDATION, PHILA-
DELPHIA. (Oil on
canvas: 36½ by 28½ ins.)



"PORTRAIT DE MANET PAR LUI-MEME": A FINE SELF-
PORTRAIT WHICH MANET PAINTED IN 1879, FOUR YEARS
BEFORE HIS DEATH. IT WAS SOLD IN 1899 FOR 1000 FRANCS.
(Oil on canvas: 32½ by 26½ ins.)



"LA PENSEE": A BEAUTIFUL RENOIR OF 1876. THE ARTIST
OBJECTED TO THE TITLE GIVEN TO HIS CANVAS, SAYING OF HIS
MODEL—"THAT GIRL NEVER THOUGHT, SHE LIVED LIKE A BIRD
AND NOTHING MORE. . . ." (Oil on canvas: 25½ by 21½ ins.)



"LA PROMENADE; PORTRAIT DE MADAME GAMBY AU
JARDIN DE BELLEVUE," BY EDOUARD MANET. PAINTED IN
1879, THIS WORK WAS BOUGHT BY J. B. FAURE, THE SINGER,
FOR 1500 FRANCS IN 1884. (Oil on canvas: 36½ by 27½ ins.)



"JARDIN PUBLIC A ARLES": PROBABLY ONE OF THE FOUR PICTURES PAINTED BY VAN GOGH
AS THE DECORATION FOR GAUGUIN'S ROOM PRIOR TO HIS VISIT TO ARLES IN 1888.
(Oil on canvas: 28½ by 36½ ins.)



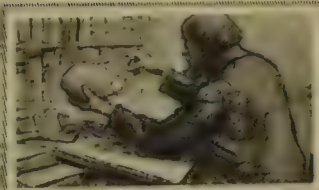
"NATURE MORTE; LES GROSSES POMMES," BY PAUL CEZANNE. THESE SEVEN PICTURES
FROM THE GOLDSCHMIDT COLLECTION, ARE TO BE SOLD AT SOTHEBY'S ON THE EVENING
OF OCTOBER 15. (Oil on canvas: 18 by 21½ ins.)

At 9.30 p.m. on October 15 the greatest possible interest will be centred on these seven masterpieces of French Impressionist painting. They are among the outstanding treasures of the collection formed by the late Jakob Goldschmidt, who died in New York in 1956, and they have been sent to auction at Messrs. Sotheby's, 34 and 35, New Bond Street, by his Estate. Probably the most important small group of French Impressionist paintings ever sent to a sale room, these seven will be the only paintings offered at this unusual

evening sale. In November 1956, Messrs. Sotheby's sold another important group from the same collection—fourteen Old Master and Impressionist works, which realised a total of £135,700. All these seven paintings have been widely exhibited, and are included in the standard catalogues of the artists concerned. The three Manet's, all painted in 1878 and 1879, make a superb group which shows this great artist in three very different moods. Six of these paintings will be reproduced in colour in a future issue of *The Illustrated London News*.



THE WORLD OF SCIENCE.



FAMILY DISCIPLINE IN HEDGEHOGS.

By MAURICE BURTON, D.Sc.

WE know quite a lot about hedgehogs, but there are still many gaps to be filled, and although these animals live, often literally, on our doorsteps, it is surprising that the gaps in our knowledge should so frequently concern the everyday details of behaviour. An example of this came to my notice two years ago, when I was asked whether the female will retrieve her young as do so many other animals. I found then that the literature on the hedgehog contained no information on this point. As a result of making this query public, I received a number of letters describing first-hand observations. From these it was clear that the female hedgehog will lift her youngster by the scruff, in the usual way, to transport it. Furthermore, it was also evident that, as is seen in other animals, she may, if necessary, seize it by a leg or any other part, even taking its head into her mouth, especially if she is in a hurry.

Another point which emerged from this batch of letters was that the female will, if one of her youngsters is in difficulties, or has strayed, induce it to follow her. Unfortunately, no clue was given as to the means employed. A recent letter from Mr. H. Raleigh Shapland fills in this detail. He writes: "... in my garden a few days ago my wife called to me. I came to the end of a narrow path, she being at the other end. She said: 'There is a large hedgehog here carrying her baby but she has just dropped it and it is following her. She was carrying it in her mouth as a cat carries her kittens.' By this time the hedgehog was walking up the path towards me. I kept perfectly still, and when she reached me, she passed without taking any notice.

"The baby, which was following her closely, hesitated, and stopped for a

I have heard the youngsters call with a metallic whistle, but they have done so, as far as I could see, when there was no cause for alarm or any obvious cause for discomfort of any kind. Rather, it has been as if they were doing this from pleasure. Moreover, there was no evident response from the parent, vocal or otherwise.

In one sense, hedgehogs are noisy animals. They feed noisily; and in moving through undergrowth make a noise far out of proportion to their size. A trapped hedgehog, as I pointed out on this page several months ago, will scream in a most unearthly manner. On the other hand, they utter few sounds that can be regarded as a means of communication between individuals, although

file behind the mother as she was walking along. She paid no attention to her litter but raced off on her own affairs. The young ones also gave no heed to her, nor did they remain in single file, but quickly wandered off in different directions and at different speeds. Nor did we have any more success when the young ones were lined up in single file without the mother. They would remain in this formation for a second or so and then scatter. It made no difference whether they were placed so close that they were touching nose-to-tail or whether they were slightly spaced. In fact, nothing we could do induced any single line of young hedgehogs to follow the mother or each other. It seems, therefore, that this formation is not controlled by any innate impulse within the youngsters themselves, but would appear to be induced in them by the mother, in response to a signal from her.

A question sometimes raised is how far a female of a species in which the litter numbers several young may be able to recognise them individually. For a short while after birth young hedgehogs look and behave very much alike, but soon their personalities begin to emerge. Since the sense of smell is so strongly developed in this species it is probable that recognition of the young is by scent more especially. Apart from this, however, there is no lack of other distinguishing marks, and even if the mother hedgehog's sight is poor, she could hardly fail to be aware of the individual idiosyncrasies of her various youngsters.

In the litter of four Miss Mahoney sent us, two impressed themselves on our notice within a matter of minutes. I have said they were tame, which is true, but in a relative sense. Their tameness did not prevent them from rolling up when first handled by



SEPARATED FROM THE FAMILY PARTY: A YOUNG HEDGEHOG SNIFFING THE AIR AS IF SEEKING ITS MOTHER'S WHEREABOUTS.



A FAMILY OF HEDGEHOGS. THE YOUNG ARE PRONE TO WANDER, YET THEY MANAGE TO KEEP TOGETHER AND AT TIMES, IT SEEMS, THEY ACCEPT A FAMILY DISCIPLINE IN RESPONSE TO THE MOTHER'S CALL. (Photographs by Jane Burton.)

moment, having lost sight of its mother. By this time the mother had realised her loss, and she stopped within a foot of me. She looked about her and then I heard a clear whistle, very much like the call of a nuthatch. I had seen a movement in the hedgehog's throat but could not believe the sound had come from her. I looked all around, but could see no bird. Then I looked down again and saw that the baby was against my shoe. I watched the mother, and this time there was no question but that the whistle was here. First there was a clear, rather prolonged note, followed by a short and more modulated note. Directly the baby reached her, the whistle was repeated, for the third time, but now it was much lower, as if it were a note of assurance and comfort for her baby."

Mr. Shapland has the advantage of me. Although I have had dozens of hedgehogs under observation, both wild and tame, and including mothers with families, I have not witnessed this.

some will mutter to themselves as they move about. This gives added point to Mr. Shapland's observation.

We know that a group of young hedgehogs, when out foraging with the mother, will often follow her in single file, so we may presume either that there is some automatic response on their part to the mother's movements or actions, or that she has some means of inducing this behaviour in her offspring. It seemed to me a point worth testing, after I had read this description of the mother calling to her youngster. A few days ago, by a lucky chance, I was offered a tame female and her four young ones, which I willingly accepted, by Miss Elizabeth Mahoney, who was compelled to find a new home for her pets. When these arrived, they were given time to settle down after their journey by train, and were then brought out on to the lawn to take their exercise. After they had been allowed to wander at will for a while, we placed the four youngsters in single

strangers, and there was one of the four that consistently took much longer to unroll than the rest. Other than this, they all looked very much alike to our eyes, except that one of them was a little lighter in colour, but even this was so slight that we probably should not have noticed it had it not been linked with other characteristics.

Young hedgehogs when touched, even when about to be touched, when, presumably, they become aware of a threat, jump into the air with a bucking movement and with the spines bristling. The action would appear to be defensive and might have a mildly deterrent effect on a beast of prey pushing its sensitive nose into the nest. Be that as it may, the four we have now in front of us are much given to this jumping, even when they jostle each other. But one in particular, the light-coloured one, is more given to it, and at the same time invariably snorts as it jumps, the rest remaining silent. This, the only male in the litter, can be readily singled out by these peculiarities alone.

PERSONALITIES OF THE WEEK: SOME PEOPLE AND EVENTS IN THE PUBLIC EYE.



A LEADING AMERICAN ATOMIC SCIENTIST: THE LATE DR. ERNEST LAWRENCE.
Dr. Ernest Lawrence, the American physicist who invented the cyclotron and won the Nobel Prize for Physics in 1939, died in California on August 28, aged fifty-seven. Dr. Lawrence studied at the universities of South Dakota and Minnesota, and after doing research work at Yale he joined the University of California as Assistant Professor of Physics in 1927.



ON A VISIT TO ENGLAND: GENERAL SUN YUP PAIK, KOREAN CHIEF OF STAFF.
General Sun Yup Paik, Chief of Staff of the Army of the Republic of Korea, arrived in London on August 31, with two colleagues, for a ten-day visit to this country. On September 1 he visited the C.I.G.S., Field Marshal Sir Gerald Templer, at the War Office. General Paik, who is thirty-eight, is a hero of the Korean War, and holds thirteen foreign decorations as well as his Korean ones.



SECRETARY OF THE ACADEMIE FRANCAISE: THE LATE M. GEORGES LECOMTE.
M. Georges Lecomte, Permanent Secretary of the Académie Française, of which he had been a member since 1924, died on August 27, aged ninety-one. A lawyer by training, he practised for some time before becoming a full-time writer. His works included novels, criticism and art history. He was a close friend of Paul Verlaine, Alphonse Daudet and Edmond de Goncourt.



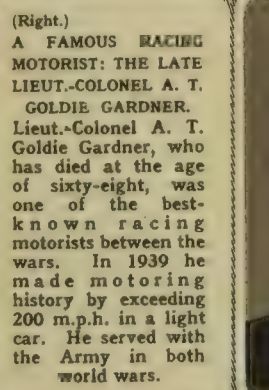
SHIPPING AND AVIATION: THE LATE MR. IAN MACKAY HOOPER.
Mr. Ian Mackay Hooper, who was Chairman of the General Steam Navigation Company and a director of a number of shipping and aviation companies, died on August 28. Born in 1902, he was educated at Osborne and Dartmouth, and, later, at Trinity Hall, Cambridge. During World War II he served in the Royal Naval Volunteer Reserve and Ministry of War Transport.



(Left.) A NOTED U.S. GENERAL: THE LATE LIEUT.-GENERAL JOHN LEE.
Lieut.-General John C. H. Lee, U.S. Army retired, who was in command of supply and communications for U.S. forces in the European Theatre of Operations from 1942-46, died on August 30 aged seventy-one. In January 1944 General Eisenhower appointed General Lee as his deputy.



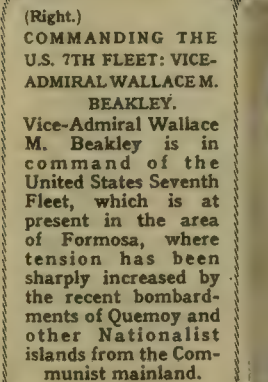
MR. HAMMARSKJOELD'S VISIT TO JORDAN: KING HUSSEIN GREETES THE U.N. SECRETARY-GENERAL (LEFT) ON HIS ARRIVAL ON AUGUST 27.
Following the adoption by the United Nations General Assembly on August 21 of the resolution on the Middle East, Mr. Hammarskjöld, the U.N. Secretary-General, made a visit to Jordan. Before his departure two days later it was announced that arrangements for U.N. representation in Jordan had been discussed, a U.N. force or observation group not being considered suitable.



(Right.) A FAMOUS RACING MOTORIST: THE LATE LIEUT.-COLONEL A. T. GOLDIE GARDNER.
Lieut.-Colonel A. T. Goldie Gardner, who has died at the age of sixty-eight, was one of the best-known racing motorists between the wars. In 1939 he made motoring history by exceeding 200 m.p.h. in a light car. He served with the Army in both world wars.



(Left.) CHAIRMAN OF GONZALEZ, BYASS AND CO. LTD.: THE LATE MR. R. W. BYASS.
Mr. Robert William Byass, chairman since 1899 of Gonzalez, Byass and Co. Ltd., the sherry shippers, died on August 22 aged ninety-seven. Educated at Eton and Brasenose, Oxford, he was a member of the Eton XI of 1878-79 and became a member of the M.C.C. in 1881.



(Right.) COMMANDING THE U.S. 7TH FLEET: VICE-ADMIRAL WALLACE M. BEAKLEY.
Vice-Admiral Wallace M. Beakley is in command of the United States Seventh Fleet, which is at present in the area of Formosa, where tension has been sharply increased by the recent bombardments of Quemoy and other Nationalist islands from the Communist mainland.



THE TASMANIAN PRIME MINISTER RESIGNS: MR. R. COSGROVE.
Mr. R. Cosgrove, Prime Minister of Tasmania since 1939, resigned both the Premiership and membership of the House of Assembly on August 25, following an operation from which his recovery had been slower than was expected. He has been a Member of the House of Assembly since 1919, except for two short intervals, and has long been a member of the Labour Party.



WINNERS OF THE COUNTY CRICKET CHAMPIONSHIP FOR THE SEVENTH TIME IN SUCCESSION: THE VICTORIOUS SURREY TEAM.
When Hampshire's match with Yorkshire was abandoned as a draw on August 29 Surrey again won the County Cricket Championship. It is their seventh successive win—a new record. Second were Hampshire and third, Somerset. In the group are, sitting l. to r.: D. Sydenham, E. Bedser, J. Laker, A. Bedser, P. May (captain), A. McIntyre, D. G. Fletcher, A. B. Parsons; back row, l. to r., Mr. H. Strudwick, R. C. Pratt, M. Willet, J. K. Hall, K. Barrington, M. Stewart, G. Lock, T. Clark, P. Loader, D. Gibson, B. Constable, R. Swetman, Mr. A. J. Tait, and Mr. A. Sandham (Coach).



TO BE THE NEXT PRESIDENT OF THE BRITISH ASSOCIATION: SIR JAMES GRAY.
Professor Sir James Gray, one of Britain's leading zoologists, was elected on August 27 to succeed Sir Alexander Fleck as president of the British Association for the Advancement of Science for 1959. Sir James Gray, who is sixty-seven, has been Professor of Zoology at Cambridge since 1937. For many years he has been the leading worker in fishery research.

AIR, WATER, AND SCULPTURE: A MISCELLANY OF RECENT DEVELOPMENTS.



A MIRACULOUS ESCAPE : TEN PEOPLE, INCLUDING THE PILOT AND HIS WIFE, ESCAPED UNINJURED FROM THIS CRASHED AND BURNT-OUT HANDLEY-PAGE HERALD PROTOTYPE.

On August 30 the Handley-Page *Herald* transport prototype was being flown from Woodley, near Reading, to Farnborough by Squadron-Leader H. G. Hazeldon when fire broke out in an engine. The pilot made an extremely skilful crash-landing near Godalming and although the aircraft was completely burnt-out, the pilot and his nine passengers stepped out uninjured.



IN THE MUSEUM ESTABLISHED BENEATH ST. BRIDE'S CHURCH, FLEET STREET: A NORMAN ALTAR TOMB, CONTAINING THE BURIAL OF A MAN OF GREAT STATURE, FOUND DURING THE RESTORATION. Beneath the famous Wren church, St. Bride's, in Fleet Street, an interesting museum has been established to contain and display the many interesting things found during the restoration. These include a Roman pavement in the Saxon crypt.



GULLIVER IN CONCRETE : A NEW "PLAY" SCULPTURE BY MR. TREVOR TENNANT IN THE PLAYGROUND OF THE L.C.C.'S NEW ST. ANNE'S NEIGHBOURHOOD IN LIMEHOUSE. IT SEEMS TO HAVE BEEN ADOPTED BY THE CHILDREN.



"TRIGA" COMES INTO BEING: MR. FRANTA BELSKY, THE SCULPTOR, FIXING EXPANDED METAL TO THE STEEL "DRAWING IN SPACE."

This lively piece of sculpture, three leaping horses simplified into a unitary group and based on archaic Greek representations of horses, is the work of Czech-born Mr. Franta Belsky and crowns one of the façades of Caltex House, on the site of Tattersall's. It is a steel "drawing in space" covered with expanded metal and concrete and covered with a burnished skin of metal.



"TRIGA" COMPLETE: THE SCULPTURED THREE SIMPLIFIED HORSES LEAPING OUT ABOVE KNIGHTS-BRIDGE GREEN ON CALTEX HOUSE.



PLAYING FROM A WATERLOGGED BUNKER IN THE IRISH OPEN AMATEUR GOLF CHAMPIONSHIP: THE BAREFOOTED BRITISH AMATEUR CHAMPION, MR. J. B. CARR, WHO TIED FOR SECOND PLACE, ONE STROKE BEHIND MR. T. CRADDOCK.



DESPERATELY EN ROUTE FROM WIGAN TO MANCHESTER: A MOTORIST ATTEMPTS THE FLOODED ROAD AT HINDLEY, LANCS., AFTER RECENT STORMS.

The storm which struck north-west England on August 22 was one of the worst in living memory and caused some of the worst flooding of homes, roads and factories known in Lancashire.

GENERAL DE GAULLE'S AFRICAN TOUR: ENTHUSIASTIC AND CRITICAL RECEPTIONS.



ON HIS WAY FROM THE AIRPORT TO BRAZZAVILLE, CAPITAL OF FRENCH EQUATORIAL AFRICA, ON AUGUST 24: GENERAL DE GAULLE STANDING IN HIS CAR TO ACKNOWLEDGE THE CHEERING OF THE CROWDS LINING THE ROUTE.



WAVING TO THE CHEERING CROWDS: GENERAL DE GAULLE WALKING DOWN A CROWDED STREET IN ABIDJAN, CAPITAL OF THE IVORY COAST, WHERE HE WAS GIVEN A VERY WARM WELCOME.



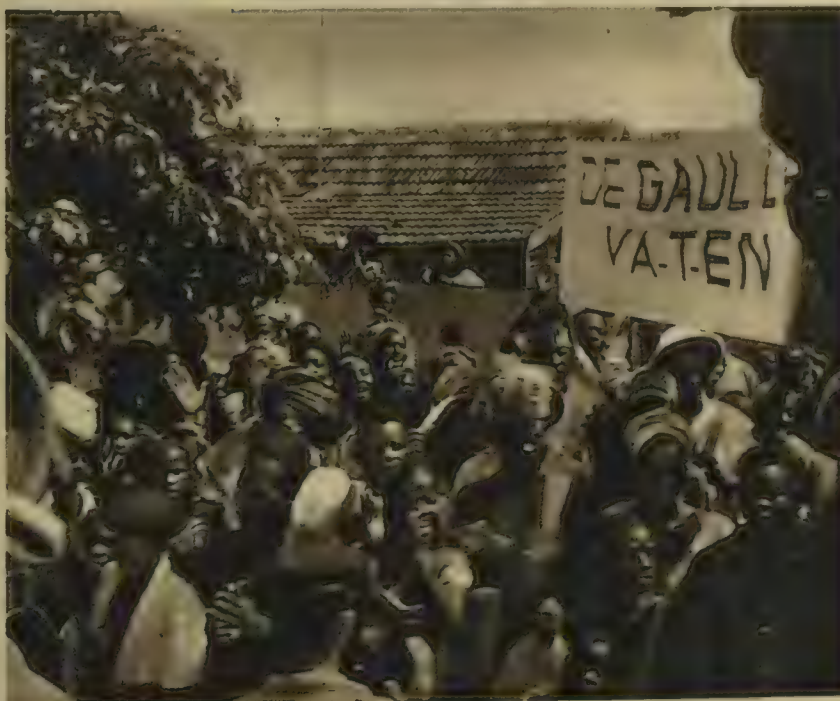
WAITING FOR THE ARRIVAL OF GENERAL DE GAULLE AT ABIDJAN AIRPORT ON AUGUST 25: KING ADINGRA OF THE ABRONS (SEATED, CENTRE), AND HIS COURT.



HOLDING THE 18-IN. KEY OF THE CITY, PRESENTED TO HIM BY THE MAYOR: GENERAL DE GAULLE AT BRAZZAVILLE, WHICH WAS A WARTIME CAPITAL OF FREE FRANCE.



WITH AN ESCORT OF MOTOR-CYCLISTS: GENERAL DE GAULLE DRIVING INTO DAKAR, CAPITAL OF FRENCH WEST AFRICA, WHERE HE WAS GIVEN A STORMY RECEPTION.



"DE GAULLE, GO AWAY"—A BANNER HELD ALOFT IN THE CROWD AT DAKAR, WHERE THE GENERAL GAVE A SPECIAL MESSAGE TO THOSE CARRYING PLACARDS.

On August 23 General de Gaulle left Madagascar to continue his 12,000-mile tour of French African Territories, in which he made numerous speeches about his constitutional proposals, which are to be put to the vote in a referendum on September 28. At Brazzaville, a wartime capital of Free France, where in 1944 the General had promised Africans equal citizenship with Frenchmen, the French Prime Minister was given a most enthusiastic welcome, and his outline of the French "Community" was well received. He said that each

member of the "Community" would govern itself internally, and would have the right to secede immediately if it wanted. At Abidjan, General de Gaulle was also well received, but at Conakry, capital of French Guinea, the General was obviously upset by the demands for independence made in the speech of a local politician. At Dakar there was much heckling during the Premier's speech. He ended his tour in Algiers, and decided not to visit other parts of Algeria as was originally planned, flying back to Paris on August 29.



THE WORLD OF THE CINEMA.



WORTHY AND UNWORTHY

By ALAN DENT.

IN one of his nine volumes of "Ego"—which it is always a pleasure to pick up and always a bore to lay down—the late James Agate tells a winning story about his great chief at Manchester, the reserved and austere C. E. Montague. The latter had just paid one of his rare visits to London, around the year 1909: "The theatrical season there was in full swing. The Lyceum, St. James's, and Court Theatres were magnoperating, and in the way of foreign visitors Réjane was displaying the essence of Parisian *chic*, Bernhardt was perforating Byzantine tyrants with a hat-pin, while Duse, now very much *à la mode*, nobly cavorted. It was calculated in the office of *The Manchester Guardian* that our leader during his short absence could have attended two evening performances and a matinée. Asked what plays he had seen, Montague replied: 'I went to The Follies—twice!'"

This is the best tribute ever paid to the famous show called by its founder "Harry Pélissier and His Follies"—urbane, witty, satirical, and tuneful and an immense improvement on the Pierrots of the Seaside. No one who ever saw these original "Follies"—or had their songs dinned into them in childhood, as I did—will ever forget their incomparable verve.

The relevance of all this to current films? Only that I was reminded in the oddest sort of way of Harry Pélissier (described by Agate thus: "Of all rare and exquisite buffoons, Pélissier was the nearest approach to Yorick. He was Yorick") by that joyous young comedian Max Bygraves in his latest and best film, "A Cry from the Streets." In this film Mr. Bygraves has a philosophic song about the weather, on the plight we should soon be in if we had nothing but sunshine. It is called "Gotta Have Rain," and I suggest

into these old songs with a view to reviving them with due obligations. Many of them would suit his own style admirably, and nearly all of them have a lilt of a sort which our own song-writers no longer seem able to capture. Alas, poor Pélissier—a fellow of infinite jest, of most excellent fancy!

Long before this I should have made it clear that "A Cry from the Streets" is no mere sing-song for a popular British comedian. It is a

OUR CRITIC'S CHOICE



MAX BYGRAVES AS BILL LOWTHER IN EROS FILMS' "A CRY FROM THE STREETS."

In making his choice Alan Dent writes: "Max Bygraves does not really 'belong' to the new British film, 'A Cry from the Streets' (directed by Lewis Gilbert), since the film is all about a London home for unwanted children in which Mr. Bygraves intermittently officiates as a radio-mechanic. But this amiable and widely popular young comedian has a way of saturating any kind of show with his own personality; and this particular film is one of the very best things he has ever done for himself on either stage or screen. One of this artist's many virtues is the negative but important one, that he is strikingly without the 'cockiness' of the typical Cockney comedian. Another and more positive virtue is that he is adored by children, who readily join in his songs even in the cinema."

straight, direct, and eminently sincere semi-documentary about a home for unwanted children who have been born and dragged up in the King's Cross neighbourhood of London. It has been directed by Lewis Gilbert, who has already proved that he has a special and very telling

way with children. Among the many little dramas he develops is one of a mothering little girl and her two small brothers—three children of whom only the eldest is aware that the father is about to be hanged for murdering the mother. Another little drama concerns a freckled little boy whose only parent, an unsuccessful actress, is always just about to claim him and invariably fails, though the wistful boy longs for her love. A third

concerns the woes of a King's Cross train-cleaner (matchless Kathleen Harrison) who is ashamed and afraid to claim her growing son because she is bullied and terrorised by a Cockney street-cleaner who is her lodger.

These and other of the thumbnail dramas which go to make up this picture will be deemed crude or merely sentimental by the more casual kind of filmgoer. They seem to me to be utterly true to a sort of life which is in reality crude and often sentimental as well as harsh in its values. This film has really nothing much to say except that such deplorable problems exist and take a lot of solving when they can be solved at all. But thanks to Mr. Gilbert and an extremely well-chosen and well-directed cast (some children we have already admired in "Smiley" and "The Shiralee" are particularly responsive and effective) the problems are stated with pith, incisiveness, and no dawdling. Barbara Murray looks pretty, rather than capable, as a nurse-cum-overseer. But Max Bygraves, as the mechanic who keeps dropping in to tea or to song, does so with the most agreeable kind of confidence and charm. From the only conversation I ever had with this delightful and developing artist, I know that his heart is quite as much in this film's serious side as it is in the lighter aspects, which he himself plays with so amiable a smile and so tuneful a voice.

An item called "Nor the Moon by Night" is a much less significant and momentous example of British film-craft. It seems that a young lady (played with one or two emotions between apathy and agitation by Belinda Lee) went into darkest Africa to marry a pen-pal she had never seen, and fell in love with his brother the moment she set eyes on him. The pen-pal (anxiously acted by



"A STRAIGHT, DIRECT, AND EMINENTLY SINCERE SEMI-DOCUMENTARY ABOUT A HOME FOR UNWANTED CHILDREN" IN LONDON: "A CRY FROM THE STREETS"—A SCENE WITH ANN FAIRLIE (BARBARA MURRAY) AND SOME OF THE CHILDREN ENJOYING ONE OF BILL LOWTHER'S SONGS. (GENERALLY RELEASED: SEPTEMBER 1.)



AN UNEXPECTED MEETING BETWEEN ANN FAIRLIE (BARBARA MURRAY) AND BILL LOWTHER (MAX BYGRAVES) IN A SCENE FROM THE LEWIS GILBERT PRODUCTION "A CRY FROM THE STREETS," WHICH IS THE ONLY BRITISH FEATURE FILM CHOSEN FOR SHOWING AT THE EDINBURGH FILM FESTIVAL.

that it is not a patch—or only just a patch—on the inimitable Pélissier's song on a similar subject. I make no apology for quoting this from memory: I know it is accurate:

There's a sun still shining in the sky
(the sun is shining).
So the stormy elements defy
(it's no use pining)
In your stout galoshes and your mackintoshes
Till the clouds blow over by and bye
(with silver lining).
You may fail in everything you try
(but don't start whining).
And your best-laid schemes may go awry;
But however wrong they go, it's a
soothing thing to know
There's a sun still shining in the sky.

Fogies as old as myself who set eyes on this lyric will already be singing it to Pélissier's own inexpressibly jaunty tune. I suggest that Mr. Bygraves, far from taking offence at these comparisons, might like to take my tip and look

OTHER CURRENT FILMS.

"HARRY BLACK" (20th Century-Fox. Generally Released: August 25).—A man-eating tiger—this film's real hero—chases Stewart Granger and Anthony Steel all over the place, stealing the film right, left, and centre.

"WONDERFUL THINGS" (AB-Pathé. Generally Released: August 25).—A British musical salvaged and redeemed by Frankie Vaughan and Jackie Lane. As such, it is a feast for the unfastidious.

"VERTIGO" (Paramount. Generally Released: August 25).—The last half-hour of this Hitchcock thriller is a severe trial of the filmgoer's credulity. But the first ninety minutes go far to prove that non-vintage Hitchcock is more piquant than vintage anybody else.

Patrick McGoohan) was, anyhow, too involved with a pride of lions, who had tasted his blood and were after the rest of it, to say even so much as Good Morning to the young lady. He left all that to his brother (spiritedly played by Michael Craig), who greeted our heroine with a covetous smile. On the other hand, the greeting she had from another young person about the premises can only be described as one long, resentful sneer (sustained by Anna Gaylor).

All that has been said in favour of the first of this week's two British efforts must be reversed in disfavour of the second. Ken Annakin's direction, in spite of all the wild life around his quartet of humans, is desperately dispirited. There is no pith in the story and no incisiveness in its treatment, and even the lions after they have tasted blood—in one highly convincing and grisly shot—are oddly inclined to dawdle.



DEATH FROM THE SKY AT BREAKFAST-TIME : FIREMEN AND RESCUE-WORKERS AMONG THE RUINS OF FOUR HOUSES AT SOUTHALL ON WHICH A VIKING AIRLINER CRASHED IN FLAMES. AT LEAST SEVEN PEOPLE WERE KILLED.

At about 7.40 a.m. on the morning of September 2, a *Viking* aircraft, belonging to Independent Air Travel, on a charter flight to Tel Aviv, crashed 40 minutes after leaving London Airport and fell in flames on a council estate in Southall, Middlesex. After reporting engine trouble it was requesting diversion and circling in the fog. Four houses were demolished, and besides the crew of three (which was the full complement of the aircraft) several people were

killed in the houses. Flaming debris set fire to the houses and exposed gas-pipes and sheets of blazing gas added to the danger. Ten fire engines and five ambulances were rushed to the scene and a radio call went out for more help. At the time of writing it was known that seven persons (including the crew) had been killed, but it was feared that the eventual death-roll would be higher. This was Independent Air Travel's first air accident.

THE WORLD OF THE THEATRE.

SEARCHING THE SOUL.

By J. C. TREWIN.

I AM writing this at two o'clock in the morning. Outside, the moon is riding high above that sixteenth-century dove-cote of the ruined castle of the Ruthvens. The little East Lothian village, all black and silver in these untroubled small hours, is a picture of infinite peace. It soothes the mind after the long fretting of wind and rain.

to stay with me when the average theatrical outburst is forgotten. He understood, better than anyone, how to speak Eliot's verse, how to deal unmonotonously with its resolute rhythms. Some of his colleagues had an awkward time with it; indeed, on occasion it can sound as stilted here as it did in "The Cocktail Party" and "The Confidential Clerk."

Richard Gale struggled on as the young lovers who would have a singularly trying life together if they went on expressing their love in Eliotesque terms. Probably the most persuasive work, next to that of Paul Rogers, was Alec McCowen's idea of a glum little cub from any modish drama.

I have to say, in fairness, that Eliot himself is wholly delighted with the interpretation. He said so when, very shyly, he took a curtain-call with the company. His play has launched the Festival on a useful tide of argument; I am happy, at least, to have collected the best single scene I remember from the three Eliot premières at Edinburgh, and one that recurs to me as I look out upon this moon-blanching rural peace.

By now I confess that it is hard to remember anything at all from Gabriel Marcel's "Ariadne" (Arts Theatre) a few days ago. At the time, I respected Marcel's sincerity without yielding to his dramatic method: one, apparently, of allowing his characters to move along as they wished. He was not sure of his heroine's motives; in the circumstances, it is not really worth while to attempt an unprofitable soul-searching analysis. Helen Cherry and Pauline Yates led an able cast.

It is time to stop for the night. Later to-day I shall be making for the Midlands, by the western route, in the hope of reaching Stratford for the première of "Much Ado About Nothing" that is dressed, so I gather, in the costumes of a little more than a century ago. And, by the time this article appears, I shall be in Edinburgh again for Schiller and O'Neill, the Ulster players, and Dame



IN THE COSTUMES OF A LITTLE MORE THAN A CENTURY AGO: GOOGIE WITHERS AS BEATRICE AND MICHAEL RED-GRAVE AS BENEDICK IN "MUCH ADO ABOUT NOTHING," THE FINAL PLAY OF THE SEASON AT THE MEMORIAL THEATRE AT STRATFORD-UPON-AVON.

Nearly four hours ago, and more than twenty miles away, in Edinburgh, we had known such a peace as this, after winter and rough weather, when the elder statesman, who gives his name to T. S. Eliot's new play, ended his journey of the soul. He found (if I can trust my pencilled note) "the peace that ensues upon contrition when contrition ensues upon the knowledge of the truth."

Mr. Eliot has a way of building his plays upon classical models. But, just as I would not have known on the first night of "The Confidential Clerk," that his model was the "Ion" of Euripides, so I would not have known—without a crib—that "The Elder Statesman" uses a recollection of "Oedipus at Colonus" of Sophocles. We can record the fact, but I do not think it helps a great deal.

The elder statesman, Lord Claverton, has just retired. He is a sick man, and, as Paul Rogers acts him from the first, a haunted man. He is haunted by memories that he cannot escape. Now, in his last days, these take shape about him: menacing shape. The visitor with the Spanish name; the former revue actress: each appears to remind him of matters of which, before he can find peace, he must make full confession. But he must do so to someone he loves; he has never experienced the "illumination of knowing what love is."

Still, at the last, he is able to unburden himself. Making his peace with the world, "freed from the self that pretends to be someone," he goes off to die beneath the beech-tree in the garden of the convalescent home: presumably, he has traced the journey of Oedipus to the sacred grove. "This is end of tears: no more lament."

I found much of the third act exceedingly moving. Paul Rogers could reach the heart of sorrow: a performance, controlled and very quiet, that is likely



"HIS PLAY HAS LAUNCHED THE FESTIVAL ON A USEFUL TIDE OF ARGUMENT": T. S. ELIOT'S "THE ELDER STATESMAN" (THE LYCEUM THEATRE, EDINBURGH), SHOWING A SCENE WITH (L. TO R.) CHARLES HEMINGTON (RICHARD GALE); LORD CLAVERTON (PAUL ROGERS); MONICA CLAVERTON-FERRY (ANNA MASSEY); FREDERICK GOMEZ (WILLIAM SQUIRE); MICHAEL CLAVERTON-FERRY (ALEC MCCOWEN) AND MRS. CARGHILL (EILEEN PEEL).

son Scott. Performances were mixed. William Squire, usually one of the most accurate of players and one I shall admire again, here seemed to be thoroughly foxed by Eliot's preposterous Mr. Gomez-cum-Culverwell from Central America. Similarly, Eileen Peel was often guilty of forcing the ex-revue actress who is one of the odd voices of Claverton's conscience; and Anna Massey and

Peggy Ashcroft: a collection (to speak mildly) of some promise.

I can hope only that Edinburgh then will be looking as gravely beautiful as it did on the Festival's first week-day afternoon, in a sudden glory of sunlight over New Town squares and Old Town ridge, crags and Castle and Holyroodhouse.

What were the deathless words of William McGonagall of Dundee?—

Beautiful city of Edinburgh!
Where the tourist can drown his sorrow
By viewing your monuments and statues fine
During the lovely summer-time!

It is a pity that the "poet and tragedian" never knew Edinburgh during festival. His ode might have been eloquent.

OUR CRITIC'S FIRST-NIGHT JOURNAL.

"THE BONFIRE" (Edinburgh Festival).—Tyrone Guthrie directs the Ulster Players in Gerald McLarnon's melodrama at the Lyceum. (September 1.)
"MARY STUART" (Edinburgh Festival).—Stephen Sponder's version of Schiller's tragedy, presented by the Old Vic Company at the Assembly Hall, with Irene Worth and Catherine Lacey. (September 12.)

CRUISER, FRIGATE AND SUBMARINE: MARITIME NEWS FROM FAR AND NEAR.

(Right.)
ONE OF FOUR BRITISH
FRIGATES WHICH PRO-
TECTED TRAWLERS
WITHIN ICELAND'S NEW
12-MILE LIMIT ON
SEPTEMBER 1: H.M.S.
EASTBOURNE.

When Iceland's new
12-mile fishing limit
came into force at mid-
night, August 31 to
September 1, H.M.S.
Eastbourne, accom-
panied by three other
frigates (H.M.S. *Rus-
sell*, *Palliser* and
Hound), was reported
to be within the limit,
protecting a group of
British trawlers.



AFTER FOUR YEARS IN THE FAR EAST: THE CRUISER H.M.S. *NEWCASTLE* DOCKING AT PORTSMOUTH ON AUGUST 25. SHE BEGAN HER HOMEWARD PASSAGE IN JUNE, CALLING AT BRITISH COLUMBIA FOR THE CENTENARY CELEBRATIONS. SHE IS TO GO INTO RESERVE.



DURING HER RECENT ARCTIC VOYAGE: THE U.S. NUCLEAR-POWERED SUBMARINE *SKATE* SURFACED IN A STRETCH OF OPEN WATER IN THE ICEPACK, WHILE TWO SCIENTISTS COLLECT DATA FROM AN ICEFLOE. DURING *SKATE*'S ARCTIC VOYAGE A DETAILED SCIENTIFIC SURVEY WAS MADE.



ON THE SURFACE IN THE ICEPACK: U.S.S. *SKATE* EASING HER BOW INTO THE ICE DURING HER EPIC ARCTIC VOYAGE. AS WELL AS PASSING TWICE UNDER THE NORTH POLE SHE SURFACED NINE TIMES THROUGH OPENINGS IN THE ARCTIC ICEPACK.

NOTES FOR THE NOVEL-READER.

THE NOVEL OF THE WEEK.

THERE are two ways of not quite getting the point of a novel. One may feel—this is a good book, but why was it written? : which is subtly disastrous. Or one may feel puzzled how to take it, which can be a sign of vitality. "The Darling Buds of May," by H. E. Bates (Michael Joseph; 12s. 6d.), has vitality and impact, whatever else—and in a way I don't expect of this very distinguished author. It has something that might recur in one's dreams. But what kind of something?

The blurb would suggest no misgivings; it construes "the spiv-like Larkin family, who live on the fat of the land while all else about them decays" as a pure, exuberant, liberating spree. The Larkins never stop eating—fish-and-chips, pineapple, ice-cream, roast goose, chocolate biscuits, tomato-ketchup and jam, all mixed up, and to take only a few oddments. Literally never stop. Meanwhile pouring down an assortment of drinks, from beer to Red Bull. Their junk-yard home is lapped in an Eden as riotous as Ma Larkin's figure, and equipped with a deep freeze, a cocktail cabinet, and a couple of television sets, always on. In the picking season the tribe can earn fifteen pounds a day, just by way of supplement. For Pop is a "dealer"—morally unborn, and therefore bursting with euphoria and goodwill from dawn to dark. Goldenly disposed to such zombie left-overs as the Brigadier, or the two little Miss Barnwells, who were born in Delhi and think of applying for National Assistance; always ready to feed them. A beatified father to his children; they are all "perfick." Now his lovely, fawn-like Mariette is expecting a baby. "Perfick," says Pop. She doesn't know whose; one of two likeliest is already married; the other in Tripoli or wherever. "Ah! well, we'll think of something," says Pop. And just then, who should appear but a diffident young stranger from the Inland Revenue. One can't quite say that the Larkins form a design on Mr. Charlton; certainly not in so many words. They merely stun and confound him with food and drink, while Mariette drains him with her eyes; all perfectly natural. And in no time he is digested into their system. On the other hand, the prey is enraptured and twice himself, the baby doesn't eventuate, the Larkins go into ecstasy over flowering orchards, buttercups and nightingales. An idyllic extravaganza, then? I still doubt it; even apart from the food, this spring is too rank and garish, too continuous with Ma's jumpers. And the extravaganza can easily be viewed as a nightmare of the Welfare State, all the more horrifying for its joviality.

OTHER FICTION.

"Matters of Concern," by Stanley Wade Baron (Secker and Warburg. 16s.), is intelligent and pleasing, rather low-keyed, and just faintly questionable in the other sense. In Reed Mullen it has a type of hero we know: the hero with a vocation for goodness he is still unconscious of. Thus far, it affects him only as guilt: as a conviction of being no use to people, of doing them harm. Certainly by accident on the first fearful occasion, when he was six years old; but since then, through his own nature. So that he almost welcomed three months in prison as a scapegoat for the deplorable little Trudi; not merely to "expiate," but from an idea that it would somehow transform his life. Whereas in fact nothing has changed. His New York friends know the truth; his career as a press agent won't suffer. He could start again to-morrow, and adopt "gone" little Lillian, who is now throwing herself at him, as he adopted Trudi. Instead of which, he takes sanctuary with a Virginian cousin. And this interlude is more effective than gaol. Allen and Stacy give him a taste of quiet. It gets one deed out of him which is unquestionably good, and nearly his last; and then he can adopt Lillian after all. Because she needs somebody. . . . The social backgrounds are admirable.

"Blake's Reach," by Catherine Gaskin (Collins; 15s.), is a historical romance of the late eighteenth century. Young Jane Howard was born of good family, but has grown up at a coaching inn. She has a grandfather, in the old family manor on Romney Marsh. She sets out, with a newly-acquired half-brother and an Irish servant—to find the old man dead, the estate scattered, the house falling to ruin, and the heir an unknown cousin, half French and now in La Force. Charles may be guillotined; or he may come back and oust her. Meanwhile, she takes up smuggling to restore the family. . . . Very adventurous and agreeable.

"Who Goes Hang?" by Stanley Hyland (Gollancz; 15s.), is rightly labelled "a House of Commons detective story." During repairs to the Clock Tower, a mummified and clearly centenarian corpse has been found. Hubert Bligh, M.P., has an unexpected clue, and sets up an informal committee of investigation. And we get a lot of enthralling dirt on the building of Parliament, the early state of the drains, and so on, plus authentically queer, musty scandals about early Victorian M.P.s. It should, therefore, be a superb story. Yet, I am sorry to say, it becomes a bore. It is too laboured, and too long. But most impressive as a début.

CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

D. E. RUMENS, of Harrow, now eighteen years old, won the British Boys' Championship last year. He was eligible to compete again in defence of his title this year, but elected instead to enter the qualifying tournament for the British Championship itself. And he qualified.

And in round one he beat the British Champion Dr. S. Fazekas, about whom I have written so much.

RETI'S OPENING; DUTCH DEFENCE.

White	Black
DR. S. FAZEKAS	D. E. RUMENS
1. Kt-KB3	P-KB4
2. P-Q3	

In my magazine *Chess* I published an article some months ago on what might happen now if White were to continue 2. P-K4. This opening 1. Kt-KB3, P-KB4; 2. P-K4, a gambit of fascinating interest, is, up to now, almost completely unexplored. I have not the least doubt that Rumens has spent a tremendous lot of his spare time analysing it before inviting 2. P-K4 as he obviously did in this game—and I think Dr. Fazekas was wise to side-track it, though he could surely have found a more aggressive move than 2. P-Q3.

2.	P-Q3
3. P-K4	P-K4
4. P×P?	

To "give up the centre" like this and present your opponent with a good developing move is just pure bad strategy.

4.	B×P
5. P-Q4	P-K5
6. Kt-K2	Kt-KB3
7. B-K2	B-K2
8. Castles	Kt-B3
9. P-KB3	Kt×P
10. P×P	

Fazekas has correctly calculated that Black cannot recapture this pawn, as 10. . . . Kt×KP? would be answered simply by 11. R×B whilst 10. . . . B×P? would lose by 11. R×Kt! B×R; 12. Kt×B. The interposition of Kt×Bch by Black at any stage would only make matters worse after the reply 11. Q×Kt.

10.	B-Kt3
-------------	-------

Now matters are becoming serious for White. His KP is now really attacked. His knight on Q2 which is tied to its defence is jamming up the development of his whole queen's wing.

11. B-B4
An enterprising defence. If now 11. . . . Kt×P; 12. Kt×Kt, B×Kt then 13. B-B7ch or 13. Q×Kt would win. But, firstly, it does not help White's development to move an already developed piece and, secondly, Black finds an even more enterprising reply.

11.	P-Q4!
-------------	-------

Now White is in trouble indeed for if 12. P×P then 12. . . . Kt×BP and his queen's rook is a "goner." He sacrifices desperately:

12. R×Kt	B×R
13. B×P	P-B3
14. B-B4	Q-Kt3

This threat of discovered check, enabling Black to gain time to complete his development, virtually ends the struggle.

15. K-R1	Castles (Q)
16. P-QR4 (?)	KR-K1

It is usually the prerogative of the one who has sacrificed to have the better development; but here, White, who is the exchange down, has only two pieces in "play" whereas Black has six! White's game is a shambles. He battles manfully but the arrears are too great.

17. Kt-QB3	Q-B2	27. B-Q2	P-QKt3
18. B-Q3	B-K4	28. P-KR3	B-Q5
19. Kt-B1	Kt-K3	29. K-R2	B-K4ch
20. Q-Kt4	K-Kt1	30. K-Kt1	R(K1)-Q1
21. P-R5	Q-KB2	31. B-Kt5	R(Q1)-Q2
22. B-K3	B-R4	32. R-B1	P-R3
23. Q-B5	Kt-B5	33. B-R4	B-Q5ch
24. P-R6	Q×Q	34. K-R2	B×Kt
25. P×Q	Kt×B	35. B-Kt3ch?	R×B
26. P×Kt	R×P	36. K×R	B-K4ch

and Black, a clear piece up, soon won.

BOOKS OF THE DAY.

GOLF, CRICKET ECCENTRICS AND SHOOTING.

"I HAVE found that rules-conscious golfers derive most from the game," said Geoffrey Cousins in "Golfers at Law" (Stanley Paul; 12s. 6d.). It would be a very rash man who would challenge any statement of this sort on such a subject coming from Mr. Cousins. For Mr. Cousins is not merely a great authority who has a nimble pen, but can (when he wants) be a formidable, if teasing, controversialist. Mr. Cousins disclaims any suggestion that his new book should be regarded as yet another copy of the rules which are obtainable free from club secretaries. It is, however, "a story about the rules (and, incidentally, about golf) to entertain all players and, at the same time, a work of reference of value to secretaries, committees, and others who have to administer the rules."

We have travelled a long way from the days when the respectable leading golfers formed themselves into the Company of Gentlemen Golfers and drew up, for the lesser breeds without the law who did not know the course, at least the first thirteen rules of golf. But we have travelled, too, a long way from the featherie ball—a stitched leather casing stuffed with bursting point with soft feathers—or even the guttie from whose head and sliced casings the modern golf-ball developed.

The U.S.G.A., after the Second World War, made—as Mr. Cousins points out—a courageous attempt to lift every possible obstruction, ranging from flagstick to guy wires and from traps for insects to refreshment stands, which might be described as being hazards. Here, too, this is a sophisticated version of the local rules of St. Andrews which applied to the linen washed by the good housewives of the locality in Swilcanburn, whose practice it was to use the "fair green" of the first and eighteenth holes as a drying ground! But it is impossible to give to golfer and non-golfer alike more than an impression of this admirable book. Incidentally, his chapter on "Amateurism and After" is of interest to others than golfers. For example: "It is difficult to distinguish between the representative of a golf-ball firm who wins a championship and the championship winner who gets a job with a golf-ball firm; between the golf writer who becomes an international and the international who takes to writing golf. And who is to say whether the promising young amateur who gets a post in the office of a golf-keen stockbroker is preferred for his promise at golf or his potentialities as a financier?"

I shall be much surprised if Mr. Cousins's book does not prove a winner at the nineteenth hole.

The second Duke of Richmond, according to Mr. A. A. Thomson, the author of "Odd Men in—A Gallery of Cricket Eccentrics" (Museum Press; 20s.), may be regarded as one of cricket's first great law makers. But, as he points out, "it was characteristic of the Duke, and indeed of a general English attitude, that the laws for which he was responsible were not launched on to the world in the abstract, but comprised specific Articles of Agreement, drawn up between his Grace and a Mr. Brodrick, of Surrey, with the purpose of regulating what should happen in a particular game." This is a wholly delightful book. All the great heroes of the past are in it (incidentally there is no doubt where the author stands in his attitude towards the Wardle controversy, as that player is obviously one of his heroes), and there are anecdotes and incidents in a quantity which must delight the heart of the most Wisden-conscious reader. There is one delightful chapter on the visit of the thirteen Aborigines who toured Britain from Australia in the 1860's and who, in intervals of playing admirable cricket, used to electrify the crowd with displays of spear- and boomerang-throwing. I was delighted with the Aborigine named Sundown, who must surely have been the original of the hero of the legend of whom it was written: "In the first innings he made one and in the second he was not so successful." Sundown, as Mr. Thomson reminds us, travelled right round the world for the pleasure of making one run. Like Mr. Cousins's book, you can only obtain the full flavour of this by reading it. Still, I cannot forbear to quote the statement of John Wisden in 1859 about the Atlantic. It was when the English team on its way to America encountered something closely resembling a hurricane: "What this pitch wants is 12 minutes of the heavy roller."

Any book on shooting is always sure of my interest, and I was therefore delighted to read "Introduction to Shooting," by Douglas Service (Volume VIII of The Beaufort Library; Seeley, Service; 15s.). This is an excellent volume for the beginner. I said the word "beginner" because the appalling standard of modern shooting manners is due, I think, to a large number of men who have taken up shooting late in life and who have never gone through the rigorous training of the people of my generation.

Alas, I have little space to do more than recommend most warmly "Old Guns and Pistols," by Noel Boston (Ernest Benn; 21s.). Noel Boston covers the whole ground from the earliest days of firearms until 1871, the year when the British Army adopted breech-loading rifles. This is an extremely interesting book and most satisfyingly illustrated.

E. D. O'BRIEN.

Crown of Lamb

This most decorative way of serving loin and rib chops of lamb should be prepared by the butcher. Any vegetables may go in the middle, but young carrots and green peas taste as nice as they look.



A Guinness Guide to Lamb on the Menu

WHEN about twelve months old and fully grown, as eaten in England, lamb is darker and firmer of meat than the baby lambs they eat in France. But both may be cooked in many interesting ways. Here are amplifications of the gastronomic names of some good lamb dishes.

SOME GOOD LAMB DISHES

BREAST OF LAMB BEAUHARNAIS. Grilled in breadcrumbs, and served with small new potatoes and artichoke hearts. Breast of Lamb is carré d'agneau. Some other ways with it: **BORDELAISE**, cooked in olive oil and butter, with potatoes, and *cèpes* mushrooms; **NIÇOISE**—

baked, and garnished with baby marrows and tomato. **LAMB CUTLETS JARDINIÈRE.** Grilled and served with a stew of mixed vegetables into which an egg yolk and cream have been stirred.

Other cutlet dishes include: **PROVENÇALE**—*sautées*, then baked in oven, spread with onion purée mixed with white sauce and egg yolks; **REFORM**—served with a peppery sauce plus whites of hard-boiled eggs, gherkins, mushrooms, truffles and tongue; **MARÉCHALE**—fried, served with truffles and asparagus tips. **NOISETTES OF LAMB** are small round pieces of meat from the forequarter or fillet. They can be served in many of the ways described above.

LAMB AND GUINNESS. The best, as well as the simplest way of cooking the larger joints of lamb—leg, saddle, shoulder—is to roast them, as English cooks do so well. For these Guinness is an ideal accompaniment. And it can be drunk just as enjoyably with the more complicated dishes. Guinness will always increase your pleasure in good food.

**THE APPETISING TASTE
OF GUINNESS IS
SPLENDID WITH LAMB**



Gracing today's finest cars

YOU TAKE THE ROAD in style when you ride on new 3-T Nylon Tyres by Goodyear. The strongest, safest, most luxurious tyres ever made. They combine the miracle-strength of exclusive 3-T Nylon cord with the unique Self-Adjusting Tread—for the perfection of motoring pleasure.



NYLON TYRES by

GOODYEAR

THE WORLD OVER, MORE PEOPLE RIDE ON GOODYEAR TYRES THAN ON ANY OTHER MAKE

"...yes I've
always found Moss Bros
very good people"



MOSS BROS
OF COVENT GARDEN W.C.2
THE COMPLETE MAN'S STORE

NEAREST STATION LEICESTER SQUARE · TEMPLE BAR 4477

Glayva
SCOTCH LIQUEUR



A sight to gladden the heart of man!

RONALD MORRISON & CO. LTD. EDINBURGH



Bullock Cart in Bond Street

Delivering goods to somewhere out East ? Right here in London we can produce for you facts and figures about your market. We can provide you with up-to-date credit information, and advise you on currencies and monetary regulations, for any part of South or East Asia. For ours is the largest British bank established by the Far East for the Far East. We are intimately connected with the life and commerce of thirteen Far Eastern countries. We have offices in most of the main trading centres. Our knowledge and services are available to you whenever you need them.

THE HONGKONG AND SHANGHAI BANKING CORPORATION

HEAD OFFICE: HONG KONG

LONDON OFFICE: 9 GRACECHURCH STREET · EC3

Branches throughout the Far East ; also in New York, Hamburg and Paris.
Offices of our Subsidiary in San Francisco and Los Angeles.

THE WORLD OF MOTORING.

CAR OF THE MONTH—THE ROVER 90.

By LIEUT.-COLONEL A. G. DOUGLAS CLEAVE, B.Sc., A.M.I.Mech.E.

IT is just over two years ago that the Rover 90 was selected as the Car of the Month. It is again so selected because, since then, it has been subjected to some restyling at both front and rear, the front wings now having a more graceful and less heavy appearance, also the upholstery is now of pleated pattern.

So deservedly popular is this model, however, that there has been no reason why the mechanical specification should be changed. The 6-cylinder engine of 73.025 mm. bore and 105 mm. stroke (2638 c.c.) develops 93 b.h.p. at 4500 r.p.m.; a single dry plate clutch, four-speed gear-box and divided open propeller shaft transmit the power to the spiral bevel final drive, and the suspension is by coil springs at the front and by half-elliptics at the rear. Furthermore, the body is carried on special rubber mountings on a substantial chassis of welded steel box section construction. The Rover 90 may, therefore, be considered typical of the best orthodox design.

In the absence of mechanical changes it is only natural that the performance should prove to be very much as it was on the first occasion. Now the 90 is robustly rather than lightly built and, although the bonnet top, the doors, and the lid of the boot are of aluminium alloy, the car weighs 29 cwt. Nevertheless, its acceleration is quite satisfying, for the engine develops its maximum torque at low speed and from rest the car will attain 30 m.p.h. in 5.4 secs. and 60 m.p.h. in 18 secs.

The car I tested has the Laycock de Normanville overdrive, which operates on top gear only. The over-all gear ratios are 14.506 to 1 on first gear, 8.755 to 1 on second, 5.923 to 1 on third, 4.3 to 1 on top, and 3.34 to 1 on overdrive. Second is normally used for starting from rest, and on it the useful maximum speed is 40 m.p.h. Third is most useful for overtaking, and on it 60 m.p.h. can be exceeded. On top the maximum is about 88 m.p.h., and on overdrive 90 to 92 m.p.h. is attainable in reasonably favourable conditions. Petrol consumption proved to be 24 m.p.g. in average fast driving.

It is not what the car can do, however, so much as the way in which it does it that is so impressive. As soon as one takes one's place behind the steering-wheel the comfort of the seating is apparent. The test car has the bench-type seat, with a broad folding centre arm-rest and adjustable arm-rests on the doors, and it adjusts for reach in either direction in the easiest possible manner, as well as for height and rake.

Then the driver finds the controls just where he wants them, with instruments and switches on a neat plain black panel in front of him at the end of the walnut fascia. The unusual form of central gear-lever allows three to sit abreast in comfort if need be, and the handbrake lever is within easy reach by his right hand but does not obstruct his door. On the wheel is a horn ring; projecting from beneath the wheel on the left is the switch lever for the overdrive, and two projecting levers on the right control flashing light indicators and headlamps. The rear seat also has central and side arm-rests, and the angles of cushion and squab are well chosen.

Driver and passengers are at once, therefore, well disposed towards the car. The smoothness and quietness of the engine and transmission are remarkable and remain unimpaired throughout the speed range, and the riding comfort afforded by the well-balanced suspension system appears unaffected by variations in road surface. Of roll on corners there is surprising little; on fast bends, even on wet roads, the car holds the road admirably and never gives anxiety to driver or passengers.

It is on the open road that the 90 shows to advantage, for with overdrive in use the car cruises so quietly at 80 m.p.h. that the speed is most deceptive. The engine speed is then only in the region of 3400 r.p.m., and if the windows are kept closed to minimise wind noise, as the heating and fresh-air ventilating system makes possible, the most audible mechanical noise is the quiet ticking of the electric clock in the centre of the screen rail.

The 90 is a car that the average driver enjoys handling. The steering is light, even at manoeuvring speeds, and has sufficient, but not too much, understeer. The gear-change is easy in operation and the synchromesh on second, third and top allows quite rapid changes to be made, so that the driver who likes to use the gears and obtain the best from the car can do so. The flexibility of the engine, on the other hand, allows the lazy driver to avoid much gear-changing, for it will pull away on top gear from single-figure speeds. The electrical control of the overdrive allows the best use to be made of it, with the mere flick of a finger, and its changes pass unnoticed by the passengers.

The Girling hydraulic brakes have two trailing shoes at the front with servo assistance, and, accordingly, need only light pedal pressure. They remain consistent, and fast driving produced no symptom of fade.

Next to the smoothness and quietness of the 90 is its high degree of general refinement. This is evidenced in many ways, some obvious and some not. The fine leather upholstery, the plain, almost severe treatment of the walnut fascia and window surrounds, and the high quality of the exterior and interior finish are, of course, obvious. The good sealing of the doors, however, only becomes apparent when one attempts to close a door when the other doors and all windows are closed. If the same door is closed when a window is open the difference can at once be felt. The same good sealing is applied to the luggage boot, which provides 13 cub. ft. of space, so that dust is excluded, and which is illuminated at night when the lid is raised.

Refinement is discernible also in some of the standardised fittings, such as the reserve fuel switch on the instrument panel, the two tinted sun visors, the switch which, when pressed, shows on the fuel gauge the oil content of the sump—for long a Rover speciality, the cold start control with its amber warning light and the petrol filler cap, retained from loss by a simple link and hidden from sight by a hinged panel. At the left side of the fascia a roomy locker is provided, having a lock and key.

To the enthusiast who likes to look after ordinary running maintenance, the accessibility of the engine when the bonnet-top is raised will appeal. The ignition distributor, the oil-filler and dipstick, the air-cleaners to carburettor and crankcase breather, the full flow oil-filter are all easily reached, as also is the screen-washer reservoir. He will appreciate, too, the small tools in their recessed tray under the passenger's end of the fascia, and larger tools held in clips at the sides of the boot.

Altogether the Rover 90 is a most desirable car for the discerning motorist, and at the basic price of £999, plus £500 17s. purchase tax, a total of £1499 17s., it is certainly not highly-priced. Overdrive costs an additional £67 10s., including tax.

MOTORING NOTES.

ALTHOUGH the Ford interest in the French Simca concern has been sold to the Chrysler Corporation, this in no way affects the continued operations of the Ford French subsidiary, Ford France S.A., Paris.

I have received a most useful brochure issued by the Royal Insurance Co. Ltd., to help motorists in the planning of a journey. It contains an unusually comprehensive mileage chart giving the distances between ninety-four towns in Great Britain, while a supplementary list of ninety-three other towns gives their distances from the nearest town in the main table. Details are also included of the ferry services in England, Scotland and Wales.

During the first six months of 1958 the British motor industry created a record by producing 550,669 cars. Of these 250,883 were exported, their value being over £95,000,000.

Rolls-Royce Ltd. recently formed divisional boards of directors for their car, aero engine, and oil engine divisions. Managing director of the car division is Dr. F. Llewellyn Smith, who is also a director of Rolls-Royce Ltd. Other directors of the car division are Mr. W. S. Bull (general service manager), Mr. R. N. Dorey (general manager), Mr. S. H. Grylls (chief engineer), and Mr. J. E. Scott (general sales manager).

Many keen motorists find the Commercial Motor Show, organised every two years by the S.M.M.T., of great interest from the technical point of view, and this year's event, the nineteenth of the series, which will be held at Earls Court from Friday, September 26, for eight days, is likely to disclose some novel design features which may ultimately find their way on to private cars, such as pneumatic suspension.

Those who are old enough to remember the halcyon days of Brooklands, when the pungent smell of castor oil drifted across the paddock, were intrigued by a recent announcement that London's buses are now using a castor-based oil for back axle lubrication. Castrol R, supplied by Wakefield-Dick Industrial Oils Ltd., is the oil in use, and it makes a saving of 3 per cent. in fuel oil possible because of its low coefficient of friction. A warning is necessary, however, that this oil is not suitable for the types of final drive used in cars.



COMBINING A HIGH DEGREE OF REFINEMENT WITH A SATISFYING PERFORMANCE: THE RESTYLED ROVER 90, WHICH COLONEL CLEAVE DESCRIBES AS "A MOST DESIRABLE CAR FOR THE DISCERNING MOTORIST."

The extra strength of the Nylon casing plus the SO MUCH MORE grip, mileage and comfort assured by the 'Gold Seal' construction, means a tyre special in every way.

* A very special tyre

* Special resistance to impact damage.

* Special ability to withstand the heat of high speeds.

* Special resistance to deterioration through moisture admitted by cuts or other damage.

The new Dunlop 'Gold Seal' Nylon tyre is designed for modern high-powered cars.

The tyre for the motorist who is only satisfied with top quality, it is well worth the little extra it costs.

The 'Gold Seal' Nylon tyre is made in tubeless type only and in the following sizes:

5.60—15	6.40—13
5.90—13	6.00/6.40—15
5.50/5.90—15	6.50/6.70—15



The New

DUNLOP

Nylon 'GOLD SEAL'



Queen of Scots



MACDONALD & MUIR LTD

Distillers · Leith · Scotland

HOW



INKSTAND

By P. Archambo London 1737.
Weight 25 oz. 13 dwts.
Length 8.7 inches. Width 6.1 inches.

HOW (of EDINBURGH) LTD.

ONLY ADDRESS:

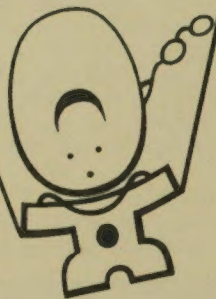
2-3 PICKERING PLACE,
ST. JAMES'S STREET,
LONDON, S.W.1

Telephone & Telegrams: WHItchall 7140

The well balanced liqueur..

COINTREAU

Extra Dry



Indispensable in Cocktails
Fruit Salads★Grape-Fruit



Sole Importers. W. GLENDENNING & SONS LTD. NEWCASTLE UPON TYNE 6



RUIZ Isabelita

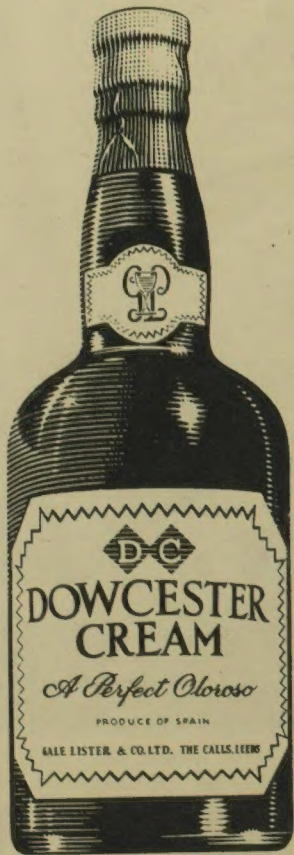
THE GREAT LADY OF SHERRIES

In Spain, ISABELITA is a legend. The famous Ruiz created it some hundred years ago in honour of Queen Isabel II and it is literally a *fino* of Kings. Only a very little, unfortunately, comes to England each year; but all of that has the mark of greatness. ISABELITA is worth a connoisseur's trouble.

Ask your wine merchant for it

Write for free handbook on sherry
to RUIZ (Dept. IL),
34, Grosvenor Street, W.1

DOWCESTER CREAM



*The Sherry
Superb*

Nearly 200 years ago British
gourmets first savoured the
delights of John Burgess's
Anchovy Specialities.



BURGESS' ANCHOVY PASTE
is first choice of the gourmet today

TORQUAY

WHERE IT'S ALWAYS WARMER



Come in September, October
and November for a
late holiday in the
Continental style...
(and enjoy off-
season rates too!)

Colour Guide (P.O. 1/-)
or free literature from
37 Publicity Offices
Torquay.

TRAVEL
BY TRAIN

QUEEN OF THE ENGLISH RIVIERA

Question and Anisette

When, where, and how should I enjoy this delightful, original,
stimulating liqueur?

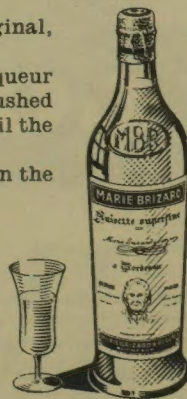
Here are three of many beguiling answers. 1. Neat—in a liqueur
glass after lunch or dinner. (It's heaven!) 2. Poured over crushed
ice in a brandy glass. (What aroma!) 3. With water added until the
colour becomes opaline. (A healthy refreshing drink.)

But don't be satisfied with an unfamous Anisette. Insist upon the
favourite of Louis XV, none other than—

MARIE BRIZARD

anisette

MARIE BRIZARD ET ROGER, MAISON FONDÉE 1755



The Grand Macnish

Scotch Whisky



*Blended & Bottled
by*

ROBERT McNISH & Co., Ltd.
45 WASHINGTON STREET, GLASGOW, C.3

Open an



"The National Provincial has changed my mind about Banks... it's a pleasure to deal with such a friendly place. They always go out of their way to help and they do appreciate young people's problems!"

account

"They provide all my Travellers' Cheques for my holiday and some foreign currency too. They know all about the currency regulations and exchange rates and see to your passport and visa requirements."



with the



"The financial advice and business guidance I have had from the National Provincial have been of assistance to me many times and to be able to obtain a banker's reference can be of real value."

National

"I didn't know there was such a thing as a Deposit Account until the National Provincial told me about it. Saving up this way is so much easier... and it's amazing how the interest mounts up..."



Provincial

NATIONAL PROVINCIAL BANK LIMITED

125



for

Holland • Denmark
Sweden • Germany • Austria
Switzerland • Italy

REGULAR, RELIABLE AND RESTFUL SERVICE
BY NIGHT OR DAY

Most tickets are inter-available by either service.

* Full details from British Railways Stations and Travel Agents

BRITISH RAILWAYS • ZEELAND S.S. CO.

ITALHOTELS

Information:

All Travel Agents or ITALHOTELS,
Genoa (Italy), Via Arsenale di Terra, 5.

44 Hotels, 44 Owners, but one high standard of service

ROMA

BERNINI BRISTOL
Tel. 463051, Tg. Bernini Bristol
HASSLER—VILLA MEDICI
Tel. 62651, Tg. Hasslerotel
PALAZZO AMBASCIATORI
Tel. 480451, Tg. Alb. Ambasciatori
EDEN HOTEL
Tel. 480551, Tg. Edenotel
FLORA HOTEL
Tel. 462151, Tg. Flora Hotel
QUIRINALE
Tel. 489101, Tg. Hotel Quirinale

FIUGGI

PALAZZO DELLA FONTE
Tel. 5001, Tg. Albergo Palazzo

NAPOLI

ALBERGO VESUVIO
Tel. 391523, Tg. Vesuvhotel

SALERNO

GRAND HOTEL
DIANA SPLENDID
Tel. 2950, Tg. Dianotel

TAORMINA

S. DOMENICO
AND GRAND HOTEL
Tel. 37, Tg. Sandomenico
EXCELSIOR PALACE
Tel. 14, Tg. Excelsior

PALERMO

GRAND HOTEL
VILLA IGIEA
Tel. 21331, Tg. Igiea
GRAND HOTEL
AND DES PALMES
Tel. 15570, Tg. Grandalbergo
MONDELLO PALACE HOTEL
Tel. 20178, Tg. Mondelhotel

CATANIA

GRAND HOTEL EXCELSIOR
Tel. 13491, Tg. Excelsior

SIRACUSA

GRAND HOTEL
VILLA POLITI
Tel. 1566, Tg. Villapoliti

GENOVA

SAVOIA MAJESTIC
Tel. 61641, Tg. Savoy
BRISTOL PALACE
Tel. 51479, Tg. Bristol

NERVI Riviera Genova

HOTEL VITTORIA
Tel. 37181, Tg. Cochis Nervi

S. MARGHERITA LIGURE

MIRAMARE GRAND HOTEL
Tel. 8014, Tg. Miramare

RAPALLO

EXCELSIOR PALACE
Tel. 5245, Tg. Excelsior

SESTRI LEVANTE

GRAND HOTEL
DEI CASTELLI
Tel. 41044, Tg. Casthotel

MILANO

EXCELSIOR HOTEL GALLIA
Tel. 637044, Tg. Galliaotel
GRAND HOTEL
CONTINENTALE
Tel. 807641, Tg. Continotel
CAVALIERI HOTEL
Tel. 8857, Tg. Cavhotel
GARDEN HOTEL
DIANA MAJESTIC
Tel. 279549, Tg. Dianotel

TORINO

PRINCIPI DI PIEMONTE
Tel. 49693, Tg. Princialbergo
PALACE HOTEL TURIN
Tel. 50711, Tg. Palace

SESTRIERE

PRINCIPI DI PIEMONTE
Tel. 7013, Tg. Princihotel
DUCHI D'AOSTA
Tel. 7123, Tg. Duchihotel

VENEZIA

BAUER GRÜN WALD
Tel. 20250, Tg. Bauergrünwald
THE GRAND HOTEL
Tel. 31781, Tg. Granhotel

MERANO

GRAND HOTEL BRISTOL
Tel. 2886, Tg. Bristol

CORTINA D'AMPEZZO

MIRAMONTI MAJESTIC
HOTEL
Tel. 4201, Tg. Miramonti
CRISTALLO PALACE HOTEL
Tel. 4281, Tg. Cristallo
GRAND HOTEL SAVOIA
Tel. 3201, Tg. Savoyhotel

STRESA Lago Maggiore

THE REGINA PALACE
Tel. 30171, Tg. Regina

MENAGGIO Lago di Como

GRAND HOTEL MENAGGIO
Tel. 8, Tg. Grand

TREMEZZO Lago di Como

GRAND HOTEL TREMEZZO
Tel. 321, Tg. Grand Tremezzo

ABANO TERME

GRAND HOTEL TRIESTE
AND VICTORIA
Tel. 90101, Tg. Hotel Victoria

MONTECATINI TERME

GRAND HOTEL
AND LA PACE
Tel. 2451, Tg. Grand Hotel
GRAND HOTEL
CROCE DI MALTA
Tel. 3381, Tg. Croce Malta
PLAZA AND
LOCANDA MAGGIORE
Tel. 3391, Tg. Hotel Plaza

SALSOMAGGIORE

GRAND HOTEL MILAN
Tel. 7301, Tg. Milanotel

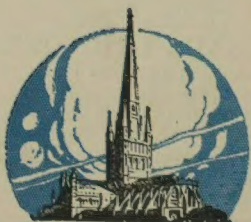


A Kodachrome photograph

A fine city, NORWICH

The visitor to Norwich who wanders up cobbled Elm Hill might well imagine himself back in the Middle Ages, yet this quiet street out of the past is only a few yards from the bustling thoroughfares of industrial and commercial Norwich. For make no mistake, Norwich has more to be proud of than lovely relics of bygone years.

There are, for example, the Norwich Union Insurance Societies, founded in the city in 1797 by Thomas Bignold. His basic principles of first-class insurance at moderate premiums are still upheld by his successors, allied to a modern progressive outlook that has carried the Norwich Union's business to every corner of the free world.



NORWICH UNION

INSURANCE SOCIETIES, NORWICH

Branches and Agencies throughout the World

★ A print of this advertisement may be obtained on application to the Societies' Publicity Department